

MINUTES

HOUSING/TRANSPORTATION//ENERGY/CONSERVATION & EFFICIENCY COMMITTEE WORKSHOP

September 20, 2012

The Housing/Transportation/Energy Conservation & Efficiency Committee Workshop by the Council Chair at the Council Chambers, 4396 Rice Street, Room 201, Līhu'e, Kaua'i, on Thursday, September 20, 2012 at 1:06 p.m., after which the following members answered the call of the roll:

Honorable Tim Bynum
Honorable Dickie Chang
Honorable KipuKai Kualī'i
Honorable Nadine K. Nakamura
Honorable JoAnn A. Yukimura
Honorable Jay Furfaro, Council Chair

EXCUSED: Honorable Mel Rapozo

Chair Furfaro: We are about ready to start our workshop this morning. We did get an excused absence from Mr. Rapozo. If we have people who want to give testimony, there is a slip to sign up. And in fairness to the consultant, we will give you three minutes to speak in advance of his presentation, so that there are particular questions that he can cover in his presentation. Once we start, the workshop will be turned over to the Vice Chair, who is the Transportation and Housing Committee Chair. I do expect that Councilmember Kualī'i in maybe about 20 minutes. He called in. He is expected and he was in the building. So Vice Chair Yukimura, I am going to turn this over to you. And, again, I would suggest that we take testimony first.

Chair Furfaro, the presiding officer, relinquished Chairmanship to Ms. Yukimura.

Ms. Yukimura: Welcome everyone. Aloha. We are very excited to have this workshop. This Multimodal Land Transportation Plan has been in the making for about 16 months. Some of you have participated in the area workshops that were held two times in two cycles, and we thank you for that participation and for your interest. As the Chair has said, we will start with public testimony. We will be asking you to stay within three minutes to raise whatever questions or comments. If you want to testify afterwards, you can have another three minutes at the end of the workshop. I just want to reflect that the Councilmembers are present

with Councilmember Rapozo excused. I think we are expecting both Councilmember Kualii and Councilmember Bynum momentarily. So with that, can we have the first speaker, please.

There being no objections, the rules were suspended to take public testimony.

CAL SMITH: I would actually prefer to speak at the end.

Ms. Yukimura: That will be fine. Mr. Smith, do you want to speak at the end of the speakers or at the end of the workshop?

Mr. Smith: You said you have three minutes at the beginning and three minutes at the end of the speakers? I would rather speak at the end of the workshop. Thank you.

Ms. Yukimura: You are going to speak at the end of the workshop?

Mr. Smith: Yes.

TOMMY NOYES: Good afternoon, Councilmember Yukimura, Chair Furfaro, Councilmembers Chang and Nakamura. I am Tommy Noyes, attending this meeting on behalf of the Hawai'i State Department of Health in my capacity for Communities Putting Prevention To Work. I would just like to mention that the content of this Land Transportation Plan will go a long way in advancing the concept of active transportation, accommodating more physical activity in our community, which is highly beneficial in improving the quality of life. I would like to commend all of the people that contributed to making this plan a reality. I understand it is still in draft form, but it is well-advanced and extremely thorough. I would like to commend your studious appreciation for making the changes over the coming years that are in the plan. Thank you very much.

Ms. Yukimura: Thank you. Any questions of Mr. Noyes? If not, thank you.

ALICE PARKER: Okay. I really think we need a public transportation system. Despite my friend Glenn Mickens' feeling, we have got to transport people. Alice Parker, Lihu'e. Thank you. And I am speaking for myself and other kapuna. Now I am a Lihu'e Gardens elderly and the bus stops right here, terrific. I can get anywhere. But we do need transportation. I was watching travel logs of Europe and places like that where we have condensed populations in cities

and all, and they all have mass transportation. There is no single car kind of thing going on. It is too hard on our health. I have asthma. I appreciate not breathing car fumes, and I am looking forward to something further than we have. And I like the bus system, the way it is set up now. It is going great. We need a little more of it, actually. Thank you very much.

Ms. Yukimura: Thank you, Alice. Any questions? If not, next speaker, please.

GLENN MICKENS: Thank you, JoAnn. For the record, Glenn Mickens. This article I have here from the Honolulu Advertiser is as true today as it was when Cliff Slator wrote it in 2004. Let me read a few of his quotes. I think I have given some of you copies of this before. This is going back some time. Congestion transit barely ties in. More drivers are choosing cars over public transport. Here are a few facts: Portland, the poster city for light rail had an increase of 20,000 transit commuters during the census period 1990-2000, which everyone has applauded as a spectacular performance; however, it also had an increase in 175,000 of the number of card-carrying commuters. Since Portland had done little or nothing about increasing road space, having spent money on the light rail, the result was one of the worst increases in traffic congestion in the nation. And yet public officials still gloat over the ridership increase. Nationally, according to the American Public Transportation Association, taxpayer-provided subsidies for transit nationally were \$160 billion in combined capitol in operating subsidies just for the ten years: 1990 to 2000. During this period, the number of commuters using public transit, not just the percentages declined but at the same time those driving to work increased by 13 million. Essentially, all the new workers choose to drive alone to work.

Locally, Honolulu usage...this is basically about Honolulu, but this can obviously fit Kaua'i. Honolulu's usage of public transit for commuting has been continuously declining despite the huge subsidies provided. Over \$100 million in the current year. Few workers today commute by transit than at any time in the last 25 years. This is why transit is virtually irrelevant in any discussion about relieving traffic congestion. There are valid reasons to support transit, but the relief of traffic congestion is not one of them. Let us do the math. Some people walk to work, some bicycle, but ignoring these, 90% of all Honolulu vehicular commuters use cars, and the other 10% use transit. I can say the same thing, I am sure, about

Kaua'i, maybe more. Maybe it is 95% use their vehicles. That is the traffic congestion problems about cars, the 90%. You cannot improve congestion by toying around with transit, which is only about 10% of the problem. Given the official estimates of population growth over the next ten (10) years, we were able to increase Honolulu's transit commuters by a highly unlikely 30%, it would still result in over 20,000 more cars on the road.

It is necessary to recognize that congestion is appalling out of the leeward corridor; rush hour is because road building did not keep pace with population growth. It is simple. Thus, why we are spending so much time and money on bike, buses, and walking, whereas 90-95% of their people use...will continue to use their vehicles for transportation? We need alternate roads on Kaua'i to alleviate traffic. The Kapa'a Bypass Road is one of the biggest examples of success in this case. Let us get our cane haul roads paved and used. The Kapa'a Bypass was once a cane haul road, and we finished it in eight months. Let anyone in this chamber raise their hand in they use a bike, bus, or walk the majority of the time to commute, shop, or get from Point "A" to Point "B"? I rest my case. Thank you.

Ms. Yukimura: Thank you. Any questions of Mr. Mickens? Thank you, Glenn. Ken Taylor.

KEN TAYLOR: Chair, members of Council, my name is Ken Taylor. Thank you for this opportunity. First, I would like to thank Cal Smith for this alternative idea that he has turned in. And, unfortunately, you are asking us to make comment on a plan that we have not even had an opportunity to look at or hear about, and I think that is unfortunate.

Ms. Yukimura: Ken, excuse me, you are welcome to speak after the workshop when there will be a discussion of the plan first.

Mr. Taylor: I think that makes more sense because then we know what we are talking about.

Ms. Yukimura: Right.

Mr. Taylor: Now we are guessing. I mean, over the last year and a half, I would hear bits and pieces of what is going on, and I certainly agree with a lot of it. And I think Jim will give us a wonderful presentation today, and we will all learn a lot. I want to wait until the end of agenda, that would be fine.

Ms. Yukimura: So if you want to wait like Mr. Smith, until the end of the agenda, end of the workshop, which would be fine. Well, I think there is going to be a PowerPoint presentation. Maybe we can get a copy of the PowerPoint presentation. The plan is on the web at movekauai.net. So the electronic copy of the plan is on the web and accessible as long as you have access to the web. We have 15 copies. Those who want the plans, want to raise their hands, we can share that with you.

Mr. Taylor: Thank you.

Chair Furfaro: I want to thank the Staff in advance for making those copies available.

Mr. Rosa: Good afternoon, members of Council. For the record, Joe Rosa. Again, I hear so much about the Līhu'e Town to make it a walking town. Now, I have lived my 80 years here in Līhu'e, right in the heart of Līhu'e. I was born in a camp right up to the mill where I lived the rest of my life across from the theater in Block A. I am living right now in the track. So who would be more qualified to come in front of you to say how Līhu'e was? And it can be the same, but a big "but." The thing is that we bring these fancy consultants from L.A., New York, like I heard last week, talking about putting 10 foot sidewalks in Līhu'e Town and whatnot. The whole thing in the nutshell is get those big trucks out of this town. Only vehicles that have business to shop or visit, they come in right now. When I was working with the DOT, even now in the mornings, you do not see people turning into the town. I come out of track; I follow them all the way to this intersection back down here. They go in to Rice Street or Hardy Street or the airport. They go straight, so that tells you something. We need alternate routes. I am not saying a bad word "bypass." You say "bypass," you scare the businessmen. I told that to Mr. Tex Hirano when he was with DOT, "you come to Kaua'i, do not mention 'bypass,' it is a bad word." Alternate route is something you give the people choice. Any of you Councilmen, if you had more business in Līhu'e Town, you think you are going to come in if you have an alternate route? Think about it. We need alternate routes. I do not even think we have a disaster plan that will pass because everything is congested right in Līhu'e. There are no alternate routes to get out of it. Look when they had a tsunami back in Kōloa, Kōloa Town was jammed because of the Kukui'ula development, higher development. The people leaving Kalaheo by what? To get out of there, they have to come to Kōloa. Kōloa is a bottleneck, and

the State has plans also to continue the highway from Spouting Horn to come out to...nothing was done. Money is spent for highways. Even in 1950, DOT had two alternate routes, the mauka here and Kapule Highway. It ended up in Rice Street, which should have gone all the way to Nawiliwili Road on to Puhi. We had alternate routes on Kaua'i planned in the '50s and it has not happened. So we are faced with the problem in Līhu'e Town right now. I was told on one of my jobs by Mr. Glenn Yasui when he was with the Federal Bureau of Roads, Kaua'i stands to lose some of its Federal money if they do not have any other freeways because there are too many 50...25, 35, 50 miles. That is not the way the Federal Highway System runs in the mainland. You got those big highways that go 50-plus, so think about it. We need to get alternates routes here on Kaua'i and get this traffic out of Līhu'e Town to make Līhu'e a walking town again. You were a young girl, JoAnn, when change started to come in 1962.

Ms. Yukimura: That was a long time ago.

Mr. Rosa: That is right. Okay. That is why you are listening to someone who knows what they are talking about and lived in Līhu'e, like as I say, JoAnn. Because after 1962 when this Līhu'e Shopping Center became a reality, traffic started to pick up. And it was the hub and it was the thing, the shopping center that gave the people something. So everybody...the congestion was here, then everything else. The plantation went into truck hauling and all the big equipment started to pass through here. So those are the things. You people have to think. You hire engineers that they do not know and consultants who live in Oahu while I was working at DOT, I traveled with consultants.

Ms. Yukimura: Okay. Mr. Rosa, can you sum up. You can come back afterwards.

Mr. Rosa: So anyway, you people think about it, all seven of you Council people.

Ms. Yukimura: We will.

Mr. Rosa: Think about having alternate routes.

Ms. Yukimura: Thank you.

Mr. Rosa: Then we can have walking traffic back again in Līhu'e Town and make it a walking town. Believe me, because I made two plans, and I gave one to Marie Williams and I gave one to one of the consultants on this Līhu'e Plan. So I made two plans already.

Ms. Yukimura: Thank you, Mr. Rosa.

Mr. Rosa: So do not pay big bucks to consultants that come from L.A. and...

Ms. Yukimura: Mr. Rosa, you will be happy to know that in this plan that we are going to learn about as a priority for mid-range implementation on page 6-35, it says, "Identify and prioritize bypass alternative roads." So actually the plan does contain some of your ideas.

Mr. Rosa: Instead of "bypass," just use alternate routes. You do not need the bad word "bypass" in there.

Ms. Yukimura: Okay. All right. Thank you. We will take that as input --

Mr. Rosa: You give people alternate routes so they have a choice.

Chair Furfaro: Mr. Rosa, do you have a copy of plan?

Mr. Rosa: No, I do not have one. Thank you.

Chair Furfaro: Thank you.

Ms. Yukimura: Is there anyone else who wishes to speak? If not, I would like to call up Jim Charlier. And Celia, are you coming up, too? Celia Mahikoa. And Jim is our consultant and Celia is our Transportation Executive. Before you start, I just want to acknowledge the people who made this plan possible because no County money was used for this study. It was Federal money, which were secured by then Congressman Ed Case. He secured \$800,000.00 for the County to do this plan. I know, Jim, you did not get quite that much. I also want to acknowledge Tracy Morikami, who was staffed then to the County Council. She was the staff that helped put the application into Congressman Case. And then when the DOT threatened to divert and use all of the money, the \$800,000.00,

Janine Rapozo and Mayor Baptiste and then Carvalho really spoke up for Kaua'i County so that we could keep half of the 800,000.00 and do this study, which is going to be such a big help to us as we move into the future. So I just wanted to acknowledge the people that made the funding possible for this study. And now who is going to start? Celia.

CELIA MAHIKOA, Executive on Transportation: Thank you. I wanted to...I guess, first of all, I want to acknowledge and thank the individuals who shared their thoughts just a few minutes ago, because the critical point of assembling a plan such as this is to ensure that we are considering all of the needs of the people of Kaua'i, and that is our main priority, seeing that we are addressing all of the concerns. I also wanted to thank you for this opportunity to present the Kaua'i Multimodal Plan, Draft 3 today. It is the culmination of over a year of whole-hearted work on assembling all of the data required and getting public input and travel behaviors on the island. Just doing what it took to obtain the information necessary to come up with a good quality plan that would take us through the year '35 as far as planning out the transportation needs of Kaua'i, as far as the meeting plan that we will be going through just to brief you on. First, I will give you a brief project background and then beyond that, I will hand it off to Jim who will go over the plan development process and overview of the plan and the recommended action that has resulted from the development of this plan.

So for our project background, basically as JoAnn had mentioned just a few minutes ago, it was -- this project was 100% provided financially by a Federal grant that was passed through the Hawai'i Department of Transportation. It was initiated and managed by the Transportation Agency of which I was the project manager on this. It was initiated in May 2011, and the purpose of it was to serve as the first Multimodal Land Transportation Plan on Kaua'i that would be effective at addressing all of the modes of transportation here on the island. The objective of the plan is to serve as a companion to the Hawai'i DOT Long-Range Land Transportation Plan, which covers primarily the highway functions on the island. And this will serve to adjoin that to the County roadways. The two will be combined into the transportation element of the Kaua'i County General Plan. And it fully addresses transit, bicycle, pedestrian modes, as well as County roads and streets on the island. So from this point, I will go ahead and turn it over to Jim.

JIM CHARLIER: Thank you Celia. I am Jim Charlier, and thank you very much for the opportunity to present the plan. So my name is Jim Charlier, Boulder, Colorado. I know you go to a lot of meetings already, so having this afternoon to go through the plan carefully with you is a super opportunity and I do appreciate it.

Mr. Charlier: So as JoAnn mentioned we have been working on this for about 16 months now, and I thought I would just show you a quick outline of the various things that went on. The slide shows the TAK meetings and I will show you the membership. So we did have a Technical Advisory Committee...I will show you the membership pattern in a moment...that met regularly throughout the project and really guided the work that we did. You can see there in the center the events. As Councilmember Yukimura mentioned a moment ago, we did have public workshops; we did do survey work, as Celia mentioned, and so forth. And on the right you can see how the various pieces came together over time. The Technical Advisory Committee was chaired by Celia Mahikoa, who is the Transit Executive. We had representation from Hawai'i DOT, from County Public Works and County Planning and County Housing. It was a strong group, actually. What I thought would be best helpful for you, and also the members of the public, would be to actually go through the plan chapter by chapter so that people know what is there. And then we can address, as need be, specific things in the plan, not just ideas or concepts. The overall structure of the plan, for those who downloaded it from the website or had a chance to look at a copy, is an executive summary. The main document was seven (7) chapters. And in there are a long series of appendices. And the good news is I will not present those appendices today. Those are all available, however, for download on the website. The plan is to talk through the early chapters and move through that quickly and take a break after Chapter 5, the forecast and future scenarios, for some conversation among Councilmembers and questions and go through the programs one at a time and take questions and answers to give you plenty of time to really get up to your elbows into or in the plan and get a sense of familiarity with it.

Ms. Yukimura: I just want you all to know that we are obligated to take a caption break every two hours. So we will fit that in. It is not a hard and fast rule, just approximately.

Mr. Charlier: Okay. Just guide me through it and I will do it.

Ms. Yukimura: Thank you.

Mr. Charlier: We have presented how the vision and goals work to you a couple of times. Once we were before you last October, and we came back before you in February of this year. So you know that we guided the development of the vision and goals part of this with the Kaua'i General Plan. And the reason I take time to show this slide is one of the remarkable things I learned about Kaua'i during this project was how much support there still is for the vision for the Island that is expressed in that General Plan and how consistent the points of view...I mean, I am sure Kaua'ians agree on many things, but overall when we talk about the general vision that is presented in the General Plan, we still see a lot of support for that. So we basically took that and expressed it in a series of goals that you see in Chapter 2. As I said, I presented those to you twice before, so I will not take time for them today. But they are the kind of things that you expect. What we try to do is not do what a lot of transportation agencies do, which is to have a goal statement that is basically meaningless, something like, "Provide the best transportation system at the lowest cost," that kind of thing, but actually address the issues that matter here: the need for a choice, flexibility and resiliency, the need for freight transport system, the importance of jobs and access to jobs, the importance of health, the importance of the Kaua'i landscape, the importance of energy, state of good repair, which is a term of art that means taking care of what you built, and then protecting the cultural values of Kaua'i and rural character. All of those are major themes in the General Plan.

Our public process, we had two rounds of workshops: one in August last year and one in February of this year. I will give you more details on that. We did do some very interesting survey research as part of the project. There was a project website up from day one. It is still up today and it will be up for a while, so you can go back through. Every meeting that we held was logged. We typed it up and put it up there for people to read so you could see what others had to say over the months. All of the meetings are documented. All the documents that have been published at one point in time or another are up there and available for download and so forth.

Then I spent quite a bit of time, as did Celia and others, in meetings with people. I will list some of those organizations in a second. Each of our rounds of workshops...we held five workshops. We did not think we wanted to do what some agencies do is hold a single workshop in Līhu'e and expect everyone to come down to

Līhu'e to do it. We wanted to go out. Then realize that the issues in different parts of the Island are a little bit different. So we wanted to go out to the Island, so we held five each round. We held them -- there was a North Shore, East Side. These are basically planning districts: the East Side, Līhu'e, Kōloa, Po'ipū, Kalaheo and the West Side. And we did hear a different flavor of comments and different priorities and so form forth in each different area. The first round was August last year. We had good participation each night. We had people fill out a travel diary. One of the things I have learned about transportation is that people get theoretical very quickly and philosophical very quickly. And we wanted people to start from the basis of what do you actually do? How do you actually travel? What are your actual needs? We started with the travel diaries and then talk. We went into breakout groups and we talked about how people get around, what are the barriers, what the issues are and what they would like to see in 2035. We came back in February and did another round, the same general plan, one in each of the five districts.

At this point, we had all of the things in the draft plan tonight. Today, within the list of what we call planned elements so that people could react to them. We asked people what they thought their priorities were. There was a brief presentation, but a lot of time was actually spent in conversation. A lot of time was spent in people working their way around the room and commenting on the...and turning in comment cards and putting dots on the sheets. On their way out the door, we gave them Kaua'i bucks and they could spend their Kaua'i bucks on different programs. It is pretty interactive. I really enjoyed some of those meetings. We had long conversations up in...both here on the East Side and up in Hanalei where we sat around tables and chewed the fat for a while. I guess you say "talk story." We talked story. It was useful and interesting. I met with anyone who would meet with me. We even showed up at the Farm Bureau Fair. We presented last fall. It gave me a lot of pride to be part of the Kaua'i Conference of Planning Officials because it was held here on Kaua'i and people were so impressed with what Kaua'i's Planning Department and what the County has done and accomplished. Kaua'i is seen as a leader among the islands in planning.

And so it made me feel proud to be your transportation planner at least for this project. We went on the radio a couple of times promoting and talking and answering questions. And then we went out and met -- you see the list. We toured. I walked around in the taro farms and went to the goat dairy, and so forth and so

on. And we have talked about this in the past, but a lot of conversations. As I mentioned earlier, this has been up on the website, all of this has been on the website.

This is the first slide that I actually noticed that the focus was off a little bit. At any rate, there is the website URL for those of you who have not been in the habit of going there. So then I wanted to dive into Chapter 4. For those of you who have copies of the plan, I will try to refer to specific things as we go along because I really do want you to know what is in there. Chapter 4 is where the data is. We did a lot of data development. Those of us who have been following the project know that there is a transportation data book that we created as part of the project that is available on the website. It is a fairly thick document. And the intent is that when you update this plan someday down the road, you will update that data book, and that will, I think, be extremely useful for you. So, hopefully, it will not be quite like a time capsule that you have to unearth or something.

Let me show you the logic of what we ended up doing. If you think about the desire that everybody has...one thing that with all of the different views that we have in this room, we probably all can agree on is that we do need to travel. We need access to services. We need access to goods. We need access to work. We need to be able to see our families. We would like to be able to recreate. Travel is good. Humans move around, and we want to serve that. The amount of travel demand in Kaua'i is driven primarily by population. When we measure population, we measure, obviously, both of the resident population and the visitors. Those of you who read Chapter 4 saw we did a pretty careful accounting of what percentage of the residents are on island at any point in time and what are the actual number of visitors and so forth. So we did try to handle that right.

Then the economy. We travel more when the economy is going strong, and we travel less when the economy is weak. That can confuse us sometimes when we are looking at trends. So we have to understand that the economy, how strong the economy is, and what the trends are can affect how much travel is going on. So we want to travel and a Transportation Plan should be designed to serve that travel. But we have choices. Now in the past, we have defaulted to cars. But in the future, we have a choice of offering a richer mix of choices to people in how they get around. It turns out that that concept of mode choice is the absolute pivot point of this plan. And I will make that point a couple of times and explain what I mean. But

depending on how much of that travel occurs by transit or occurs by bicycling, or by walking or by driving, or riding in a car, that choice of how to travel creates what we call "mode share," which is the percent of trips made by each of those modes. Those four boxes each represent a mode. So mode share ends up being a key measure in how we plan for the future and how we plan this plan. That drives all of these categories of impact. The traffic that has come up a couple of times in the comments, that is of concern to people and the congestion. If we choose to drive as we grow, then we will have more traffic, obviously. It affects public health.

As we have learned, we have known this a little bit over the years, but we have been very conscious of it over the past ten years. As we learned, first of all, what our health trends are and the impact of dependency on cars has been on that, energy consumption, and household economics. And we will talk about each of the categories. So it turns out that mode choice turns out to be the pivot point. So in Chapter 4, we present trends on what we think are going to be the key variables. What we are proposing you keep track of over time is the key variables. And the first one is "vehicle miles of travel." Vehicle miles of travel is a vehicle traveling a mile. We can estimate how many vehicle miles of travel occur on Kaua'i in a year, and we have done that. The State actually tracks that for you too. Your trend has been very similar to the national trend, which has been that it peaked in 2006 and has been in decline. That, for me, a baby-boomer, that is a first. It has always grown. I have been a Transportation Planner since 1973, and it has grown every year except for the year since 2006. And so it is a major change and turnaround. Our per capita vehicle miles traveled, the lower graph, shows a similar trend. We will talk more about this. I want you to know that while we were working on the plan, your State agency published revised data for Kaua'i for 2010. That came out here just a month or so ago, and they upped their estimate of amount of vehicles miles of travel on Island in 2010, not because they thought people were driving more but because they thought more people were on island. So they changed their estimates of how many people lived here and how many people are visiting here.

My experience with data like that is that it can jump around, and a one (1) year jump does not make a trend. This trend you see here, this jump you see back here, that is not a trend either. So the long-term trend is what matters. We also had quite a bit of data in there on transit and transit rider, including transit ridership. If we took this line all the way back, as many of you know, to 2002, it would be way down near the zero line there. So the growth has been dramatic over

time. We will come back to that point a number of times today. We also did an analysis of Kaua'i Bus, comparing it to a number of peer agencies in terms of agencies in terms of how efficient it is. And this data, which, I think, is important, there is some further discussion about it. There is discussion about the makeup of the transit agency budget and how it is funded. So for those of you who want to focus on that, hopefully there is data there that can support any question that you would have.

The interesting thing that we found, and I did not know what we were going to find when we did this, but what we found was that the Kaua'i Bus is actually a very efficient agency relative to these peer agencies. And we did not put any straw man up there. Flagstaff is a transit agency that I have worked for, for over ten years. They are very, very good. RFTA, out of Aspen, is a very highly regarded agency. It is the second largest transit agency in Colorado. The Santa Fe Trails is also highly regarded. Those are all clients. I have not worked for Logan, Utah or Bend, Oregon. Those are also well-regarded systems. So we did not put any patsies up here. These are all high-performing agencies.

If you look at the line on here of cost per rider, and you see Kaua'i Bus, you would say, "Wow, that's not so good. What is going on there?" But if you look at the actual characteristics of the system that you are operating, one of the unique things about Kaua'i is that your routes are largely rural. Kaua'i is a rural place, and you are connecting your towns and villages with transit system. So your trip lengths are long. The miles per ride on Kaua'i are the highest among any of these systems. If you look at the cost per revenue hour, however, Kaua'i is the most efficient of all of these systems. Some of them go quite a ways. Even on the cost per revenue mile, which is basically once you put the in-service sign on and you put the route number up, and it is a revenue mile, again, it is the lowest. So the agency is pretty efficient, which is, I think, probably because it is grown so fast, and it has just been such a starvation process the entire time that they never had a chance to develop excess, if you know what I mean. So it is a pretty efficient operation. Yes, their cost per rider is a little bit high relative to these other systems, but the reason is totally because the trips are so long and the people are coming such a long distance. So that gives us a sense of what is going on of. And that shows up in the other data too. For example, most of the ridership on the Kaua'i Bus today is commuting. They are longer trips of people coming from the West Side and North Shore into Līhu'e. Probably most of you knew most of that already.

Chair Furfaro: May I ask a question?

Ms. Yukimura: Yes, go ahead.

Chair Furfaro: Thank you. You know, most of the things that we have compared the ridership which is based on total expenditures, all operational costs, vehicles replacement cost and we ran about 17%. 17% of our operating budget is actually offset by revenue on the operating budget. The way you put this up here, and the Nation is more like 16. The way you put this up here, our indexes are much better.

Mr. Charlier: I would like to address that some. The rural system, 16% is the norm. So first of all, let me clarify for anyone who is not familiar with the subject. One of the key measures of transit system performance is the operating ratio, which is the percentage of total operating budget that is recovered with operating revenues. Operating revenues are primarily fares, of course, and pass revenues. In some systems there are contract revenues and so forth, but it is basically the fare box. That measure gets called fare box recovery sometimes. The urban system, you do have some urban systems that are running more in the 20s. Denver RTD aspires to 30%. They, I do not think, regularly get there. We do have some rail corridor in the United States that perform at a higher percentage than that, including the East Corridor, some portions of which actually operate at 100% or above. So they actually earn a positive return.

The subject of fare box recovery is one that becomes political quickly. I just want to mention that we have participated as a firm many times over the years in studies of this issue of subsidy and should we subsidize public transit. What we found anywhere in the country, just about at any point in time, the percentage of subsidization of transit is almost always going to be within 5-10% of the percentage subsidization of auto travel. They are in the same market; they are competing in the same market, and they are going to perform similarly.

So when you think of auto travel, all of your property taxes on this island are generated from people's homes and businesses and so forth, and then you spend that money in the Public Works on many things, but also on the Public Works programs. We can calculate that. So generally speaking, it is an important issue, and we have, in the plan, identified some strategies that we are recommending to

you that would become your plan if you adopted the plan to increase the operating ratio. We think you should do that; we think it would be healthy to do that.

Chair Furfaro: So in your plan recently, for the fare box fees, we chose to approach the community college where they built in the transportation cost into the student fees so all students could ride whether they use it once every 30 days or regular ridership and so forth, but we discounted the fares substantially. We anticipated to get some revenue breakage because all students are buying the pass over the --

Mr. Charlier: Exactly.

Chair Furfaro: So is that one of the ones that was already in your plans?

Mr. Charlier: Yes, it was a recommendation made to the Transit Agency. I will show you in a second some of the work we have done for...in fact, maybe that is coming up shortly.

Chair Furfaro: I could wait until then. I just wanted to make sure...

Mr. Charlier: I want to address the point, because I know it is an important one. One of the...we will just talk briefly about it now. One of the recommendations we have given the Transportation Agency, and if you approve this plan would become part of your plan, is that you have a more complete pass program and that your passes be more appropriately priced relative to your fare pricing.

So we have recommended that. We consulted with Celia as part of this project on the design of the K.C.C. Pass and pricing, and you are right, you can afford to deeply discount if you sell a lot more of them than you are going to have increased riders. If every student has a pass and only 20% of students are going to ride, then you can afford...in fact, you can discount pretty steeply and still actually have a net increase in your operating ratio. That is what we think you should do. The challenge, of course, and it is one of these things where you have to stay between the lines. The challenge is that there is a lot of latent demand for transit ridership on Kaua'i. If you increase service, we think for every 100% increase in service, you would have more than a 100% increase in ridership. We think you are

at that point on the curve where the elasticity of ridership to service is more than one. And the challenge that your Transit Agency will have is that the buses are already pretty full. So generating ridership is great, and we are all in support of that, but we are going to have to increase service too. So that is what I mean by "staying between the lines." And you could go wrong either direction there. We will talk more about that as we go along.

Chair Furfaro: And that is the conversation that we had with Celia when we passed this plan, that we need to be aware when the occupancy levels of the routes get to a point that we have to add additional vehicles and so forth, and then what that yield is.

Mr. Charlier: Well, that is absolutely right, Councilman Furfaro. And the other thing there about a well-designed pass program is that you now have a dial on the meter, because you can up -- you can raise pass prices or lower pass prices to adjust that response and make sure that your ridership is within the range of what service you can provide and the capacity you can actually provide. Now, it is not like you have total control. When the economy changes, it changes how people make their choices. What we saw since 2008 is real nationwide, a significant increase in transit ridership as a result of the economic conditions, and we cannot control those. But yes, very insightful points on your part.

There is also data, and this is closely related to what we have been talking about, in Chapter 4 about what we call "the H + T Index." Some of you who follow this thing are kind of familiar with it. But it is the percentage of the family budget or the household budget that is spent on housing and transportation, and it is more than you would think. This index was developed by the Center for Neighborhood Technology, an entity, nonprofit based in Chicago, that we work with quite a bit. But this has been nationally published, and there is a website. For those watching on TV, you can actually Google this and you can pull up the website that has a vast amount of data on it. The CNT, Center for Neighborhood Technology, recommends that for families and households to be functional and sustainable, that ratios should be less than 45%.

What we found is that Kaua'i averages over 50% for most households. As you will see in a moment, it is significantly higher than that for some households. Specifically, your West Side households are...now realize this is a combination of...this graph just shows the transportation cost. That ratio that is over here

shows you another look, which is what percentage...if we assume that most families should spend 30% of their income on their home, which is generally the rule of thumb that we have used for decades now. We violated it briefly during the Boom Years, but we are back to our senses now. So that would suggest that transportation needs to stay at 20% or below. And as you can see, transportation is well above that across the Island, and that in all of these districts, more than half of the families are spending more than that on transportation. So we just wanted you to have that perspective, because we found when we were doing the public workshops that people talked a lot about how much it costs. They were curious about it, and obviously we are doing the workshops in 2011, and the gas price had peaked recently, and they have not really gone down that much.

Another data point that is in Chapter 4 is something that I know you all have talked a lot about and worked on it, and it has been a subject of great concern, which is the trend towards obesity and overweight. The newspaper announced yesterday that Kaua'i is actually the second-best in the nation, which is the good news, and the bad news is that you had one of the steepest growth trends of all states. You are hurrying to catch up, which is not the good news. And we will talk more about this too. It is a very important indicator.

And then Chapter 5 is where we lay out scenarios. We do a lot of this kind of transportation planning, and there are basically three approaches that we can use in structuring a plan. A lot of the plans we do, we do what is called "a land use and transportation scenarios." And in a plan like that, we gain the land use. We show different land development patterns around a place, and then we evaluate the transportation demand that that would generate. That did not seem appropriate on Kaua'i because Kaua'i has a land use plan that is fairly well-settled and that people understand and support. Your planning staff, in particular, felt that we would not be gaining that development plan as part of the transportation plan.

Another approach we will take is build-out scenarios. So, for example, we did a transportation plan for Redmond, Washington, which is a city in the Seattle metro region that is surrounded by other cities and cannot grow. So there our transportation plan was a build-out plan. We looked at different ways to support the desired build-out of the community.

The third approach is a goal-based approach where we have a pretty clear statement of what we are trying to do. We just test strategies for getting you to

that goal. Because Kaua'i had such a clear idea of what it wanted to do, and because there was not a need to gain land development patterns and so forth, we used the goal-based approach for this plan.

And in the goal-based approach, we basically identified two scenes: A baseline scenario, which is the trend basically says, "What if we continue to drift in the direction we have been drifting with no change"; and a preferred scenario, which pulls this back and revises the various trajectories so that we achieve the goals that we say we have. It is a little bit more of a complicated approach in some ways, but it is easier to present, that is the good news, because we only have two scenarios to present. Remember I said the mode choice becomes the pivot point in that kind of a conversation.

What this shows is that to achieve the objectives you have in Chapter 2 of this plan, and that we interpreted out of your General Plan, you are really up against it. And you need to not have further growth in vehicle miles of travel. Now to some degree that may seem self-serving because that trend is flattened out anyway and maybe it was destined to be anyway. But historically we have inexorable growth in vehicle miles of travel and it is probably not safe to assume that it will not resume. So the reason I say you are up against it is because in the previous, in the general plan development, in your previous transportation planning exercise, probably one of the most difficult issue that planners faced and tried to resolve was the strong opinion, on one hand, on the part of people on the island that they did not want to see multi-lane highways and freeways, that the character of the island is rural. If there is one thing your General Plan says loud and clear, it is that this is a rural character and we like that and we want to keep it. It is what makes us special; it is what makes us valuable. And there was a strong sense that Kaua'i did not want to see the kind of inexorable highway widening that you have seen on the Kona Coast of the Big Island or, obviously, all over Oahu and so forth, or on west Maui through Lahaina. So we said, "All right, to be reasonable, if traffic is growing, people are going to want you to deal with that." So if you are not going to widen your roads, then you cannot have traffic growth. So we backed into the goal set by setting vehicle growth in vehicle meals of travel at 2010 levels and trying to hold them there. And, again, that may seem, at this point in time, easier than it might have been had we proposed something like that ten (10) years ago when we were in the middle of a traffic growth boom.

It turns out that the primary way to do that is use this pivot point of mode choice and adjust how the daily travel is made. And, again, we are at a point in time where we are -- I live in Colorado. And one of the things in Colorado is it is a lot easier to ride a horse if you face the same direction the horse is facing. A lot of these trends are headed in this direction anyway. You see transit service is growing. We will talk about what is going on with bike activities and so forth. These are the trends that are already underway and, to some degree, we are trying to capitalize on those trends.

So here is the VMT, the vehicle miles of travel. Then under the baseline scenario, that would continue to grow to 2035. It would actually grow pretty significantly, more than 20% by then. And we are saying, "If you want to achieve what you have identified as the vision for the future of Kaua'i, you have to intercept that, and you cannot really have that occur." So we are showing that line as flat.

Ms. Yukimura: Yes, Nadine.

Ms. Nakamura: So the baseline, the red-line scenario there, is that the natural growth of the VMT?

Mr. Charlier: It is...

Ms. Nakamura: Vehicles miles traveled?

Mr. Charlier: What we did is...yes. It is driven largely by the population growth of the island and the visitor growth. And then we also evaluated what the trend is in the per capita VMT, the amount of driving each person does in a year's time. And that has actually been declining. So as you will see on the next graphic, the baseline actually shows a slight decline in per capita of VMT. So what we are proposing is that that would decline even more than under the baseline scenario. So I am not sure what you mean by "natural," but, yes, this red line is what we forecast will happen without intervention.

Ms. Nakamura: Historical, I guess, is what I am asking.

Mr. Charlier: We did not just draw a straight line through historical data that would be much steeper than this.

Ms. Nakamura: Historical data would show a steeper...

Mr. Charlier: A steeper increase, yes.

Ms. Nakamura: Increase.

Mr. Charlier: Absolutely, because historically your per capita VMT is going 2 to 3% per year, and that has stopped. And we have done these kinds of plans in cities across the country, and it stopped everywhere. Per capita VMT growth is something that is part of our history and not part of our future.

Ms. Yukimura: And just briefly to follow-up, what are the causes of this decline in per capita vehicle miles traveled?

Mr. Charlier: It is a number of things. A lot of them are demographic. One of the biggest drivers of increase of per capita VMT during the '60s, '70s, '80s, and into the middle '90s, the heyday of vehicle growth, which actually has changed demographic characteristics. We had a quintupling of the labor force participation on the part of women in our population. In the 1950s many women did not leave the house much during the day. They did not go to work.

And as you know in the '50s and '60s, we started having two and three (3) income households and so forth. In 1950, a lot of families did not have more than one car. And then over the next ensuing 50 years we came to a point where there were many households had more cars than they had people or drivers, which explains some of the driving behavior you see out there. So the general economic growth of country and the fact that we all, whether we acknowledge it or not, are much better off than we were in the 1950s. In 1950, a relatively small percentage of teenagers and young adults had driver's licenses. Today it is in the constitution you get a driver's license and car when you turn 16. So a lot of those trends have driven that. And all of those trends have peaked. We actually now, as we boomers leave, head towards the exit of the stage and new generations are coming on. Those generations have no room for further growth in labor force participation by women. They are opting not to own cars.

The car ownership among the millennial generation is lower than any group of people going all the way back to the 1950s. So it is one of those underlying trends. Some of the people who follow VMT closely, and I am one of them, but others who follow VMT closely were predicting this as early as 1999 or 1998, so it is a

longstanding trend. We also in there show the mode share. This is one of the graphics that was most controversial at the February workshops, because many people felt we were not showing high enough numbers for the non-driving modes in the future years, but we have a lot of experience with this kind of work. It is easy to over-aspire to something like this. This bicycle mode share for 7.6% of data, we will talk more about each one of these as we go along. It might not seem like as much as we might like to think we could do. And this 3.6%, one of our speakers earlier was talking about 10% on Honolulu. 3.6% is about where Boulder, Colorado is right now with the transit mode share, so that is pretty good, and we do not actually have to do a lot more than that to achieve your goals. As you will see in a moment, it is actually an expensive strategy. So we have to be realistic about what is possible and what can be accomplished.

Under the baseline scenario, the federal government by administrative action recently imposed higher fuel-efficiency standards on motor vehicles. That is actually having quite an impact, and we have begun to build that into our forecasts. And our forecast...by the way, if you go to those appendices, you will find all of this out. But if you do not want to do that, I will tell you that our forecasts are based on Office of Energy Information's reports and their forecasts, and we just stayed consistent with them, so all of this data is tied to existing data sources. And in the future, as you monitor, you will be able to monitor some of this data. Your fuel consumption was already going to decline. Your petroleum imports to Kaua'i for ground transportation were already going to decline somewhat. We think under the preferred scenario, they would decline even more. This is not about yet the shift to electric vehicles or the shift to other forms of CNG or whatever. Hopefully that will begin to kick in. We have factored that in here, but that is not what is driving that trend.

Ms. Yukimura: CNG?

Mr. Charlier: Sorry. Compressed natural gas, which is actually not...probably not a viable alternative on Kaua'i. The greenhouse emission trends follow those same trends. We know this is important, and so we are recommending that this be an indicator that you track. This is vehicle collision rate, so it is how many collisions do you have per million per mile. So it would not be driven downward. The rate would not be driven downward by a decline in travel, but we think that you should aspire to improve safety on your roadways. So we talked with

Public Works about this, and we are recommending that you aspire to a 10% decrease in collision rates in 2020 and 15% by 2035. Based on our experience in other communities, those are achievable. In a moment I will show some ideas of you how you can do that – how you will do that.

We felt you are really going to want to push the adult physical activity up above the trend. You will find it interesting that almost all of this improvement by 2035 will be accomplished simply by virtue of the shift in mode share for utilitarian travel. So, yes, the good news is that you do not all have to start jogging in the evening. What we find is that people who ride transit are generally in better shape than people who do not. That generates a lot of humor when you say that, but the national studies have confirmed it. The simple reason is that if you are a transit rider, you do at least a certain amount of walking to get to and from the bus. The CDC recommends a minimum of half an hour of moderate exercise per day for adults. And people who generally ride transit get their 30 minutes simply by going to and from the bus. So that can provoke humor in some circles, but it actually does work that way. We are showing the increase in walking and bicycling. So you can push yourself up to about three-fourths, which you would be ahead of the nation...you would be at the head of the list for adults getting exercise. It is just one measure, obviously. There are children. There are other things that have to be measured. We are trying to pick data points that you can track over time, that you can measure your progress that are simple.

Then there is this measure that we talked about earlier, which is what is the annual cost per household of transportation. We would like to see that come down. The advice we had from everybody that we talked to and our committee was that this should drop, not increase. So this is a pretty big difference here. This may actually be one of the biggest things you accomplish if you implement this plan will be the first time that you have actually begun to reduce the household cost of transportation for the people of Kaua'i in a good many years. And then this is the scary graphic. We will come back to this in a minute, but it shows the increase of transit ridership. Now you realized this is a compressed horizontal scale. We are looking at 25 years here but all the way to almost 20,000 rides a day from where you are today, below 20,000 rides a day. We will talk about is that possible; why might that be possible; what does it cost, and so forth. And so I will take a break and let Chairwoman, if you want, to have more discussion or questions.

Ms. Yukimura: So this is like a discussion break, a time for us to ask questions over the materials that have been covered. So questions, Councilmembers? Councilmember Nakamura.

Ms. Nakamura: Thank you so much for that presentation. On the slid two slides back on the transportation costs, I was just wondering, what are some of the...does that mean that the County will subsidize a larger portion of transit costs or transportation costs in order to make household incomes become lower?

Mr. Charlier: No.

Ms. Yukimura: Good question.

Mr. Charlier: No.

Ms. Nakamura: Household expenses?

Mr. Charlier: No. The biggest change there is even with pricing that we are recommending for the transit system. People who ride transit will save money. So the household costs of travel riding transit will be less expensive than the household cost of driving. The other big change is that in many of your communities today, people drive for short trips. We saw this most dramatically in Līhu'e, but it is true in Kōloa, and it is true in Waimea, and it is true in Kapa'a. That is unfortunate because as recently as 30, 40 years ago, we walked for those trips. So as you work to make your town and villages more walkable, to recoup that capability, people will walk for those short trips and they will save money doing that. So it is simply the reduction in household VMT that is driving that cost.

Ms. Yukimura: I want to just follow-up on that. I think Mr. Nordmeier would not mind if I use his name. He is not here, but he works, I think, in the State building and rides the bus to Hānāpepe. He commutes from Hānāpepe to here.

Mr. Charlier: I met him. He came to one of our workshops.

Ms. Yukimura: Right. And back. He says he saves about \$50.00 a week or \$200.00 a month just between the cost of gas and the cost of bus pass. So that means that he is saving \$2,400.00 a year. Now, if the price of gas goes up, as

we expect that it will generally, the savings will be even greater. So I believe that is what is reflected here, is that not?

Mr. Charlier: It is. That is one of the things. But we also realize one of the most beneficial things you can do...I mean, transit is a big part of this plan. There is no question. It needed to be, people said they wanted it to be. I should mention that the Mayor's guidance was that he felt it should be too. But the highest yield per dollar that you can have is your short trips on walking and bicycling. It is just an incredible efficiency. Nationally 25% of all car trips are less than a mile in length. I do not know about you, but I grew up in a town that was only about a mile across, and I got everywhere I needed to get by walking, and I think I probably benefited from doing that. So a lot of those trips, when we went around the first round of workshops, I was really taken aback by even though we heard different things in different districts, the uniformity of people saying that we would like to be able to walk in our town, and we would like to have our children be able to walk safely in our town. That, in terms of miles per dollar and reduction in travel per dollar, is by far your highest yield; with bicycling right close behind it. Not everybody can walk. Not everybody can bicycle. It is all about percentages, and it is all about averages. So that is what is driving this too. We wanted to push the walking and bicycling as hard as we can because they are very, very low-cost strategies relative to transit, which is a pretty high-cost strategy. Transit and cars are going to cost a similar amount and meet a similar level of demand. So we felt that obviously that the transit needed to be increased a lot, but we should push the other modes as far as we could first.

Ms. Yukimura: Councilmember Chang.

Mr. Chang: Thank you for being here and welcome back. How has this equation factored into being that if more people purchase electric cars, that the electric cars should some day drop, is what they say, as far as prices are concerned. So how is that if the cars are going to be a little bit more affordable and more people with electric cars than the cars, as far as electric being cheaper?

Mr. Charlier: It is a great question and an important trend and one that we feel you should track over time. The fact is that a very, very tiny percentage of our fleet today is electric cars and alternative fuel vehicles. Even the most aggressive forecasts, which we use the Office of Energy and Administration or Energy Information Administration information to do these forecasts. Even under

the strongest forecast, you probably will still not be at half of your fleet of electric vehicles by 2035. The other thing to know is that it is not going to save you very much money. There is a principle we use in...I have been working on energy issues since 1973, and I have been through two crises and whatever we want to call the past five years. A couple of things that I think I learned: one is that petroleum pricing is going to drive the pricing of other fuels for the foreseeable future. So your electricity cost...I mean, this is actually specifically happening in Hawai'i because of the way you have structured your electrical pricing and the pricing of your electrical generation and so forth. So all of your powering and energy costs are going to be shadow-priced to the petroleum price. And so if petroleum goes to \$10 a gallon, all of those other things are going to go up too. So we see the benefit of converting to battery-powered cars or powered cars that are hybrids of battery and conventional engines as being very positive in many ways, reducing your dependency on imported petroleum, which puts you at a significant disadvantage strategically. You know, today, if you can generate electricity on island and use it to power your cars, then the money that you are spending is staying on the island or, at least, a significant percentage of it is. Virtually every dime of what you spend on petroleum leaves the island. So it is a drain on your economy and drags our economy down. So there are many, many reasons to pursue power, electric vehicles, renewable resources, all of those kinds of things, but they are not going to help with this. This is still going to be...transportation is going to get more expensive over time as petroleum gets more expensive.

Ms. Yukimura: Councilmember Kuali'i.

Mr. Kuali'i: Thank you, Vice Chair. Aloha and mahalo for being here, and thank you for all of your work and such incredible presentation that is so thorough and in-depth. My favorite thing is that green graph with mode choice in the middle. I don't really have a question about it, other than what do you call it because I think it gives the big picture.

Mr. Charlier: It is a model.

Mr. Kuali'i: A model.

Mr. Charlier: And it is basically how transportation...I will get on my soapbox. This is how transportation planning should be done. Traditionally what you have done and what is happening...well, traditionally what is done is you

do this: you assume it is all cars, you predict this, and you build enough roads to accommodate it; right? It is very simple. This is different. This is actually how we should be doing it. We got away from this starting about 1950, and we need to get back to it and we are. I did not make this stuff up. This is how we do Transportation Planning for jurisdictions all across the Country.

Mr. Kualii'i: I just love the bottom line where it shows basically how just the Kaua'i Bus can impact our citizens in a lot of different ways.

Mr. Charlier: Exactly.

Mr. Kualii'i: You know, lessen traffic and public health because they are walking to and from the bus stops. Energy, they are driving less and saving money on gas and household economics. And the whole thing moves in that direction to make everyone's lives better. I think this graph totally shows that. My question on the other one is the graph on 4-8, the chart with the costs.

Mr. Charlier: Okay.

Mr. Kualii'i: I am interested because you showed the cost per rider, cost per vehicle revenue hour and cost per vehicle revenue mile, but in the instances of revenue dollar cost and the revenue mile cost, the Kaua'i Bus was the lowest.

Mr. Charlier: Right.

Mr. Kualii'i: You did mention that it is because we are relatively new or expanding really fast and, I think you said, in starvation mode.

Mr. Charlier: Right.

Mr. Kualii'i: The other thing I think I would say, too, is as part of that, and I noticed it early on in the budget process, is that a lot of our bus operators are part-time, temporary, non-benefited, on-call, and I know it is because a lot of funding is Federal grants that we do not necessarily see continuing indefinitely. So I think ultimately, in a sense, we are committing to growing the bus and expanding the routes and expanding the service hours, but unless we commit to actual funding from the County or from the fares...I mean, we are not – we are given a false sense of that long-term commitment until...this is now what it is costing is what I am saying.

Mr. Charlier: And I do not want you to...

Mr. Kuali'i: I wonder what the average...what we should anticipate what it has to cost or will cost.

Mr. Charlier: So that is in the presentation in a few minutes, and we will talk about it. If I do not answer all of those questions, please remind me. The bottom line, we see transit as an investment that has to justify itself in terms of the benefits and in terms of alternatives.

And so, hopefully...obviously, how you pay for it and does it make sense for this strategy and what role does federal funding play? Those are all things that are built into the plan that we'll talk about in a few minutes. They are very important.

Mr. Kuali'i: The interesting piece on that, the information that is not there is how that breaks down. So if that is what is the cost per rider is, 563, what amount of that cost is borne by the rider, borne by the government entity, the bus itself or borne by others?

Mr. Charlier: We did not put that in this table.

Mr. Kuali'i: It is coming later?

Mr. Charlier: Councilman Furfaro brought it up earlier, but you are right, yes. And in terms of one of the other things that you are bringing up that is -- probably this is a good time to talk about it, is that Kaua'i, because you have grown quickly, the transit system has grown quickly. It spends most of its Federal allocation of transit monies on operations, even though in an ideal world you would spend that money on capital. That is not criticism. You are doing...I mean, like, again, I because I admire, actually, what have you accomplished with this agency over the years and I admire the way it functions now. But in the future you are going to want to try to use as much of the Federal money as you possibly can for capital and try to operate...provide an increasing amount of operating cost from local sources. There are a good many reasons for that. One of them is that that will insulate you a little bit from the kinds of fluctuations that happen. Some of us remember when a certain administration in 1980 cut the transit budget, and we had -- what? -- millions of people put on the streets and did not have a way to work suddenly. So you want to...and that is because our transit agencies have gotten

into the habit of using Federal funds for operations. And so you made the point about Federal trends.

What I expect to happen there is that transit funding will not go down generally overall as a percentage of the federal budget or in terms of dollars per population or whatever measure, but it will shift from routine allocations to discretionary grants. We are already seeing that occurring, competitive discretionary grants. Celia Mahikoa and I, and others involved in your transit agency, have talked a lot about how to get ready for this and how to prepare for it. And that is built into some strategies that we will be showing you in a few minutes.

Mr. Kualii: Thank you.

Ms. Yukimura: Can we go back to that, your model, and maybe we should go on unless there are more questions.

Mr. Charlier: Sure. I will go forward too.

Ms. Yukimura: You had mentioned that the percentage of subsidy for transit is about the same as for auto travel?

Mr. Charlier: As a percentage. Now, the dollar amount for auto travel is vastly greater.

Ms. Yukimura: Oh, okay.

Mr. Charlier: But realize your amount of driving is vastly greater too.

Ms. Yukimura: Right.

Mr. Charlier: So the amount of money that is used to subsidize auto travel is many, many, many orders of magnitude greater than what is used to subsidize transit.

Ms. Yukimura: I see.

Mr. Charlier: But as a percentage of the cost of the trip, they tend to track each other pretty close because it is an integrated competitive market.

Ms. Yukimura: Thank you. Questions? Councilmember Nakamura and then Chair.

Ms. Nakamura: I wanted to ask you about the state highway assumptions that went into this plan.

Mr. Charlier: Yes.

Ms. Nakamura: Probably during the time you started and from today, you know, you have seen some of the highway improvements on this island that were initiated by the State. Moving forward, as we look at our island, at our County Land Transportation Plan, what kinds of assumptions...it is so dependent on what, in a way, on the State's funding and agenda.

Mr. Charlier: Yes.

Ms. Nakamura: And I was just wondering what assumptions are you making?

Mr. Charlier: In this model, we did not have to forecast the lane miles of roads on Kaua'i to forecast the travel. But what I think will happen, and what helped inform the approach we are taking here is the road funding through the Federal Highway Administration is going to follow the same trend I was just outlining for transit, which is that decreasing money will come by formula and increasing percentage will come by discretionary competitive grant. Many of the states, including Hawai'i, are rapidly approaching the point where virtually all of their budgets have been used for state of good repair, for maintenance, and recapitalization of the existing system. The Federal program is going to have to adjust to that reality. And so today the Federal dollars tend to drive the state programs quite a bit. So in terms of what we expected on Kaua'i, you have the four-lanes out here between Līhu'e and Puhi, that is done now. You have some other miscellaneous widening that is going to occur, but I don't think there will be money for the widening of Kaumuali'i to Maluia any time now. I think that is many years out. I think the proposed widening between Līhu'e and Kapa'a is many years out. And some of the more exotic things that were shown in the 2000 plan: Līhu'e road snaking across the countryside and things, I do not think are likely to happen. So it is the same advice we are giving all our clients. If you talk to the DOT, they are saying that the days of new alignment roads are...building new roads on new alignment are basically over. Some of us would say, "Well, they should be over," but

because it has not been a good investment for a while. And I know what is behind your question is also the realization that as you increase capacity, you basically generate increased driving. And we did not try to take that into account here. We think that in Kaua'i the economics of the situation governs more than that. And people have to have access to jobs. They have to have jobs. But we think that the demand for transit will grow at a much steeper rate than the demand for driving. And that the bigger challenge for you will be to meet that demand.

Ms. Nakamura: Thank you very much.

Ms. Yukimura: Chair Furfaro.

Chair Furfaro: Yes. Jim, I just want to get a little clarity to your statement referencing the cost of oil index. You said going to 2035, regardless of us having alternative energy sources, oil will still influence. Is that because as new energy projects contribute to the grid, the reality is whoever is selling that to us or creating that will always say, "Well, I am just under the cost of oil"?

Mr. Charlier: I think that is part of it.

Chair Furfaro: That is part of it.

Mr. Charlier: Another part of it is to realize that a very significant amount of the cost of producing renewable energy is petroleum; that if you are going to build windmill blades, you are probably going to use petroleum power to do it and so forth. And so the studies that show the relationship...the competitive thing is part of it too, that the pricing in a competitive market is going to take into account, not just alternative ways of generating electricity but alternatives ways of powering a vehicle. And so, yes, I do not think you will see...I mean, we are seeing it with natural gas today. You know, the pricing is going across energy groups, and energy categories are going to follow the same trend, and I do not expect cheap energy in the future.

Chair Furfaro: Okay. Thank you. Chairwoman.

Ms. Yukimura: One more question, and then we will move on.

Mr. Kuali'i: Just a really quick one, because I am looking at my notes and I am missing some information. You had something like for every

amount, certain an amount you spend, ridership increases a certain amount. I saw someone in the audience go, "wow," and that threw me off a little bit.

Mr. Charlier: So let me go back to that. We did some work years ago for EPA, the Environmental Protection Agency, on the question of what is the elasticity of ridership to service level. And it turns out that it depends on how much service you are providing today and it depends on a lot of things, but it is a curve of some sort. We found in an environment like yours where most of your transit service today is below what we would regard as being the sort of ideal frequency of service, which is the ten (10) to fifteen (15) minute range. When you offering one-hour service to a given population, which some of your service still is, and a lot is at various times of day or even half-hour service, most of the people who are riding are people who need the ride. A lot of the people who ride are people who need to ride. They cannot afford to drive; they have four jobs in the household and only three cars or whatever.

Ms. Yukimura: Or they are young people.

Mr. Charlier: Or they are young people. A million stories. But as you move below half an hour to 20 minutes and then to 15 minutes, you start getting choice riders, and so the curve steepens. Also based on what we see with the system today and what the demand is and how crowded the buses are and how when you increase the service on some of your commuter routes on the North Shore, what the response to that was. And we look at the economics, and we have started to understand the economics on Kaua'i. We think that the elasticity of ridership to service level is probably still greater than one, and it would be for some period of time. So, again, that seems like good news, but it also gives you this enormous challenge that you will always been chasing the ridership curve. You will always be...you do not want people standing up on the buses. You do not want people...you want your bus trip to be a good experience, right? The public thinks that when we are in public service, we are making things better for them. So that matters, I think.

Ms. Yukimura: Thank you. Chair. Go ahead.

Chair Furfaro: I just want to say if you could reference 5-2 in your presentation, not right now, but if you could look at it.

Mr. Charlier: Page 5-2.

Chair Furfaro: On those visitor assumption numbers, let me tell you where I have a little bit of a problem.

Mr. Charlier: Okay.

Chair Furfaro: I was on the last General Plan as a volunteer, and the State said to us that the visitor plan for Kaua'i...at that time we were indicating about 19,000 visitors a day as the daily census. They wanted to take us to 20,000 more. They wanted to take us to 40,000 visitors in this General Plan. The group, the advisory group. We argued based on the cap we put on hotel rooms, and so forth, the growth should not be that. We could not accept that number. What you are showing out here in the year 2035 is almost too flat. We have a Charter Amendment that allows...so it is not the 45,000 that the State wants. It is more our number. But in a ten (10) year increment, it is almost flat. I just think we could go back and revisit that.

Mr. Charlier: Okay. We can. These numbers were based on the General Plan and were provided by planning. So we tried not to...

Chair Furfaro: Well, then I cannot say anything because I might have been part of that number.

Mr. Charlier: And it is a legitimate point, and I do not mean to say that that somehow makes it not a legitimate point, but we did not do any population forecasting as part of this project. We worked with the published sources, the existing sources.

Chair Furfaro: Got it.

Ms. Yukimura: Councilmember Nakamura.

Ms. Nakamura: I think my concern is that the General Plan only went up to 2020, and this is 2035.

Chair Furfaro: 2035.

Mr. Charlier: The data sets that we used for this, I may have to...it is such an easy question that I may have Planning Staff help answer that. As part of the DOT update to the Land Transportation Plan, new data sets were generated for...because they do a lot of modeling as part of that, and we needed to

be consistent with that, and we used those same data sets. So I do not know what assumptions ...

Ms. Nakamura: I share the same concern because previous Councils and Administrations, before some of us had came on board, have approved up to 5,000 or 6,000 resort developments on this island with zoning. So while not all of that will be developed, I think it is very dangerous to show a flat line from now until 2035, which is basically what this is.

Mr. Charlier: And I think that probably the first opportunity you will have to really wrestle with that, because what we tried to do with this plan, and this is what staff guided us to do, was we tried not to get into anything that would represent a change in direction from the General Plan or anything where we would actually be doing the forecasting. I understand the points you are making, but I was warned from day one that population forecasts would be the controversial subject here, and we tried to avoid letting that happen. If, in fact, we should be forecasting more population on the island, which you may be probably correct, and I would defer to you on that. But, again, we did not provide those numbers. Then that would make everything that we are showing you today more critical, more urgent. And in thinking about visitor transportation, the one thing that I can say that we did address as part of this plan, because we did not address new forecasts of levels of visitorship, was we did try to think about as we moved forward with the various programs, how progress on those programs could capture trips from the visitor sector as well. So we wanted the visitor mode share to mirror what was happening with the resident population. And so just so you know that. I really don't think I have a response to the issue of visitor forecasts.

Ms. Yukimura: I mean it is the County's responsibility I think to set the data for planning. And I know we will address it in the General Plan again, but there are certain dates that have been opened that are problematic.

Chair Furfaro: Ten (10) years ago and through this point, we have not given any new zoning. We are dealing with existing zoning. We find ourselves looking at a number here, even if we put a cap on growth, and we are coming into a new cycle of the General Plan, that number really needs to be evaluated.

Mr. Charlier: I think so too. And when we come to the end of today's presentation, we want to talk to you about what we do with this plan and how it fits with the new General Fund.

Ms. Yukimura: We need to go ahead. One more thing.

Ms. Nakamura: I just wanted to clarify, based on your comment, that I do not think...I think the general population growth projection seems to be okay. I am not sure about the breakdown, but the total...

Mr. Charlier: Okay.

Ms. Nakamura: It seems like the historical growth, but it is just that that visitor...what is being shown in visitor growth section, I just have some concerns about that assumption.

Ms. Yukimura: Well, also you have to take into account if energy prices rise and there is no real good substitute for air fuel, there will be some other kinds of pressures on how many visitors come here too.

Chair Furfaro: You just made that point because Maria is in the audience and the General Plan is coming up.

Mr. Charlier: I was told the first day I worked on this project that that would be extremely controversial.

Ms. Yukimura: Okay. We need to move forward and we need to take a break at 3:00. Maybe we can get through your next unit, perhaps?

Mr. Charlier: We can get through several of these programs, I think. And reach a good breaking point. So what we are planning to do is talk about each of the programs. So this is the part of the plan that addresses what would you do. And we will start with transit.

I want you to know that we invested a lot of this project in the transit topic. First of all, it is the most technical part. Secondly, as I said, because it is so expensive, we want to make sure that we are right about what we are saying and doing. So we did do an onboard survey of your riders. I think we may have some people in the room who helped us do that as volunteers. And thank you for that. We did do some...I think the first really good GIS-based mapping that the transit

agency has had, and that is now available, and we were using it for the production of maps. We did do the operation efficiency peer-review of other agencies. We did some work on bus stop prioritization. The Mayor has set the priority as part of the Holo Holo Program of doing improvements to bus stops and building shelters. Our point was not every...first of all, it is going to take you years to do all of them. What are there? 200? I think there are 200 of them. So it is going to take you years. And so what is the priority? What should come first? How do you set priorities? And what should be the priorities? So we did some work on that. We did a lot of work on the transit pricing that Councilmen Furfaro was talking about earlier. Basically, what you will see in the recommendations is a more complex pass program that has better pricing relative to cash fares and also gives you that control on the meter I was talking about earlier too. If you want to dial ridership up a little bit, you can, or if you want to cool the growth, you can.

Then we did a significant study on sustainable power. I will give you the bottom line, which is that our recommendation to Celia and to you is that you should not be on diesel power ten years from now. And that is going to be difficult because there is no consistent public strategy in Hawai'i for what you are going to do about this. To some degree Hawai'i is all over the place. There is hydrogen power on the Big Island. And there is an LP idea on Oahu, and this and that and the other thing. If your transit agencies are going to get off diesel, they will probably have to do it together. And they are going to have to do it with a lot of State assistance. And it is getting late. It is urgent. When I started out as a young Transportation Planner in 1973, diesel was always 20% less than gasoline per gallon, and now it is 20...well, I do not know what it is on this island, but it is higher. And the reason for that is, back to the market forces, that diesel is inelastic. A lot of diesel is used in vehicles that cannot go less in a day. They have to travel. We have a lot of flexibility at the household level to drive less, but many of the vehicles that use diesel have to keep going, and so the diesel prices is less elastic. And it tends to...I mean, it is more responsive to market pressures. So the economic reason is dependency on imported fuel reasons.

Our advice is that you need to be off diesel in ten (10) years. Your current fleet turnover is you are turning over your fleet on average about every five (5) years. Now it is not a brand new fleet every five (5) years but on average, your vehicles. So that gives you sort of two turnover cycles to get there. We identified,

and it is in -- there is a long appendix that you can pull down from the website that looks at our analysis on this and you can see if you agree.

In the end, I mean, we ended up at biodiesel. But you can get in a big argument in any group on this island about what the best alternative fuel of the future is, and we probably do not have time for that today. The point we are making that we think is the more important point is that we urged Celia to get together with the other three transit agencies and try to lobby the State that we need help, picking out what we are going to do so that we can do it together, and we need to start very soon because it will be difficult. One cut means it is the kind of software that you use to time your routes and pick your layover points and so forth.

So we did quite a bit of work on transit. You have you grown your transit system from almost nothing to what it is today without ever having a plan. And we feel that it is probably time to start having a Transit Plan. And so we tried to do as much as we could with the Transportation Plan to provide that transit plan for you, realizing that about every five (5) years you need do a Transit Plan for your Transit System. So that is part of our recommendations too.

I want to put some perspective on this. This is the historic growth, just over the past...this is just five (5) years here. This is 25 years here. This is the rate of growth you have had over the past five (5) years in your Transit System, and this is the rate of growth that we are saying that you need to have over the next 25 years. To put that in perspective: so you have grown 300% in five (5) years, and we are saying that you should grow another 1100% in 25 years. One of the transit systems that was in that table that I showed you, comparing Kaua'i to other systems was NAITA, Northern Arizona Intergovernmental Transportation Authority, in Flagstaff, which has been a client of ours since 1999. When we first started working for them, they had four buses and a couple hundred daily riders, and that was in 2000. Today they haul 45,000 rides a day, and they have a system that has...I believe they are up to nine (9) routes and over 100...well, no, not a 100. I think they are at 60 to 70 buses. So they have grown that much in thirteen (13) years. What Kaua'i faces is very common at this point in development. When a County or a City passes 50,000, headed for 100,000, that is when a lot of your transit growth is going to occur. So this is not dramatic. I mean, it is dramatic, but it is not anything that is unprecedented, and it is not anything that we think is unachievable. I wish we had made this graph about equivalently wide in perspective to this, because it

would help you see that that curve is actually not as scary as it looks. In transit, what we are recommending is that you try to get to 1.3%, which does not sound like much, as the speaker earlier made this point, by 2020 and 3.6% by 2035. Relatively small percentage of daily trips, but the benefit is pretty significant.

This is to Councilman Kuali'i's point from a moment ago, how do you do that? And what we have said is that you should have a four (4) part strategy from now on. The first part is to continue to work to increase your operational efficiency. Even though you are pretty good today, you need to continue working on that. That needs to be just part of an urgency that you feel in the management of the transit agency. Secondly, we feel you should increase your operating revenue. And this is the conversation that Councilman Furfaro was having a while ago, that you need to push that operating ratio up. We think your monthly passes are priced too low relative to cash fares. And we think if you went with, not only the K.C.C. kind of pass, but general commuter passes, too, deeply discounted.

In the Denver region, we call it the EcoPass. In Seattle, they call it the YouPass. But it is actually...you increase revenues even though you are deeply discounting your pass because you require that the entity that buys the passes buys them for everybody. And it is a powerful force. What we found in the Denver region with the RTD EcoPass is that people who own an EcoPass because their employer bought it for them are seven times more likely to use the bus than people who don't own an EcoPass. And that has been...we did the statistical adjustments to take care things like pre-selection and so forth. So your pass program gives you a powerful way not only to increase revenue but also manage the rate of growth in your ridership.

We feel that you will need to increase external funding. And there are three (3) things here that is important. One is the private sector. We think there is a role for the private sector in some of your transit growth, specifically the shuttle systems. If there is to be a shuttle on the North Shore or there is to be shuttle...a higher frequency/better designed shuttle in the Kola/Po'ipū area, there is a private sector role for that. And we have been talking with the relevant organizations for that. And I think there is openness to that conversation. The second part of it is federal funding. We think that today your...will say that Kaua'i appears to be very good at getting Federal grants, but realize that our two senators' situation is going

to change in the coming year, and we will not have some of the advantages that we have in the past.

We think that the County is going to have to get even better than you already are and even more systematic and strategic than you already are about grant applications and competitions, because it is going to be so important to you. And so Celia is going to need help, even more help than she already gets in competing for the grants. So federal funding is going to be important. And one more thing before...I can tell I have a question coming. On the state side, which there is no state funding of fixed-route schedule service today, and there should be. That is the trend nationally is for state governments to get into transit funding. When I was at Florida DOT, we went to the legislature and got authority for the state to participate in the capital development of the transit systems in Florida and to enormous benefit to the cities in Florida. So we think Kaua'i, again, probably with the neighbor island counties, should begin a concerted effort to bring the legislature's attention to bear on the fact that there is no state funding of transit in Hawai'i, and there should be. So those are the three strategies that we are identifying for external funding.

Ms. Yukimura: I just wanted to say we need more concerted efforts on grants because, as you said, they are going to become more discretionary and, therefore, more competitive.

Mr. Charlier: Absolutely. One of the things our firm does is that we help clients do grant applications, and the Tiger III grant application has become kind of a cottage industry there for a while. Only about one dollar out of \$100 that is requested is being awarded and that is going to drop to probably somewhere around \$1 out of \$500, so the competition is ferocious.

Mr. Byrum: Regarding shuttle systems, I am very interested in that, and we have had experience of trying to start that up. We had the Coconut Coast Shuttle and you had participation from the hotels, but there were not any stops where people wanted to go and smaller properties saying, "We are not going participate in that," and, in essence, had the larger properties subsidizing it. Should government run these systems and require contributions from each hotel room? Can we do that legally?

Mr. Charlier: Well, it is a long conversation, and what I would say is that good design is really important. The way that you have to involve the private sector in the design of a service like that is very difficult to get retail to come to the table. You almost never succeed. So you almost always end up running these systems out of the resort sector. And in the resort sector, you would generally end up with the resorts in the middle. The expensive resorts do not want to play because they are going to run their own shuttles. The inexpensive resorts do not want to play because they do not feel they can afford it. So you end up with the middle range. I think it is a long subject, and we probably cannot do justice to it. I would be happy offline, Tim, to talk and share my thoughts.

What we suggested, and I think it is what it says in here, there are actually more controversial things in there we could talk about in the area of shuttles. But what we suggested to Celia is that there be a process of prioritizing what shuttles happen, in part based on the private sector interest and willingness to come forward to help in the funding and so forth. What has happened by now, you may or may not know, that you have a letter from the Po'ipū Beach Association, who we met with several times during the course of this project. And you probably recall that previous to this project, we did the Kōloa/Po'ipū area circulation plan that recommended a shuttle in that area. They are already working, meeting with private sector operators and trying to look at a possible way to pull together a system that is actually led by the resort sector itself. I do not actually know about that because I have not been part of those meetings, but I understand it is going on. What we think is that you should do one at a time and try to set precedence that you can live with on the first one, on the second one, and so forth and that you have private sector participation be a major feature of what gets priority to the project.

Mr. Bynum When you say one at a time, you mean, for instance start with Po'ipū and go North Shore and then talk East Side?

Mr. Charlier: I will let you chart your path through it, but we are not doing...that is one level of detail below where we are in this plan, so we didn't address...in each of the modes, we did not address the specifics. I would be happy to talk with you more about how I think.

Mr. Bynum: Yes, I would like that. Just one last thought, without the system, they are losing a market share: those visitors who cannot drive,

choose not to drive. If the resort location does not have alternatives, people are not going to come at all.

Mr. Charlier: I think you are right. As you know, we do a lot of work in the resort sector. We work with most of the ski towns in Colorado and many, many resort communities across the country. The resort business has changed, and we have to keep up with. The expectation now is that you are going to be in a walkable place. You are not going to have to drive everywhere. People commute at home. They do not want to commute on vacation and that there will be some kind of public transit available to get around. And that is now the emerging expectation. That is the market you want, and that is the way you want to grow your transit system, because you want to have as much income as possible with as little impact as possible. And so I agree with you, sir. That is very important.

Mr. Bynum: We can have this discussion later, but I just noticed when I discussed this with the resort industry. When you talk about losing a market share, they perk up.

Mr. Charlier: Oh, do they?

Mr. Bynum: "What? I can capture a larger market share? Okay, let us talk more." Okay. Thank you.

Ms. Yukimura: Can we get through the transit in another five to ten minutes?

Mr. Charlier: I think so. I think we are very close.

Ms. Yukimura: All right. Thank you.

Mr. Charlier: And in the fourth step, and this is the one we all want to try to avoid. And in the implementation chapter we will come back to this. But in the end, there may have been an increase in...there will be have to be increased County appropriations for transit. Our implementation is we think the bus stop program is definitely needed and worthwhile. We think you should continue with that. You should continue with that, push the operating revenues, as we have said, and refine your pass program. We are recommending to Celia, and we have quite a bit of conversation about this, that she moves towards a fleet management system that includes geolocators, and it is not that expensive

anymore. There are other things that she will be able to do that she has not been able to do up to now. Then that can feed into next bus indicators in the stations and so forth. So she does need to make this transition.

We had quite a bit of excitement at our public workshops about things like wi-fi on the buses, and that is in the plan as well of...maybe not quite as high a priority. We think that you are probably not going to need to market your bus system per se, but you need to provide a different kind and more sophisticated kind of public information. Again, not being critical, but you need to start using social media and you need to make different and better use of your website. An awful lot of transit agencies are relying heavily on web-based transactions now for a lot of their actual transactions, and you will need to move into that direction. We think you will need to continue to improve your commuter service. That is where the big demand is today and that should still be the highest priority, so that the 300 and 400, the routes that run the longer trips that are full, those are the ones that you need to continue to put more money into those.

Finally, you need to begin this process of transiting away from diesel as quickly as you possibly can. This is not non-controversial, so it will take a second to mention that, which is that if you think about it, every morning today somebody, more than one somebody, somebody gets in a car in Waimea or Kekaha and drives to Līhu'e and parks and gets in a bus and drives back to Kekaha or Waimea. And then they take the not-in-service sign down, and they put the route sign on and they turn around and they come back this way. That is costing you a lot of money. And you need same satellite facilities at either end. You need something on the West Side and something on the North Shore. That is not going to be easy. But you don't need a big maintenance facility. You just need a yard with some security and wash facility and some storage. At night sometime in the next week or so, go over to the transit agency at night and you will see that the buses are stacked up to the fence. They actually have to line them up the right way...it is like a tinker toy kind of thing...to get all of the buses in there. They are maxed out. But that is going to be expensive too. And one of the ways you delay a brand new central maintenance facility is to move satellite facilities out in either direction. So that is in there. So we can take a break, or if you wanted to have a discussion before we take a break.

Ms. Yukimura: It is a good time to take a break. We will take seven (7) minute break. Oh, we have to take ten (10) minutes. Well, the captioner

will have ten (10) minutes, but we will have seven (7) minutes until we are back and ready to go in ten (10) minutes. All right. So the workshop is in recess.

There being no objections, the council meeting recessed at 3:02 p.m.

The Council reconvened a 3:13 p.m., and proceeded as follows:

Ms. Yukimura: Okay, everyone, we are ready to start. Can I have your attention, please? We are back in session. It is wonderful to hear so much conversation. I am sure we have a lot of exciting conversations going on, but we need to keep within our time. We have 45 minutes until the end and I want to save time for input from the public. Let us continue. I know you have discussion, but perhaps we can go into the other modes.

Mr. Charlier: The other modes are a little shorter. We will go bicycle, pedestrian, county road, so forth. We had a lot of advocacy for bicycle at our workshops. What the plan shows is an increase with bicycling on Kaua'i, not at the level that is occurring elsewhere in the country but at a level that may be achievable here. This 7.6% bike mode in 2035 equates to about twelve (12) bike trips per person per month. I personally ride that many rides a week, and a lot of people do. So I think this is not an overly aggressive or ambitious goal. It is going to be somewhat difficult to achieve because of the lack of facilities. Nationally, bicycling is the big shift we have seen. We have seen tremendous increases in bicycling in places like Portland, Oregon, where they now have approaching 20,000 daily bicycle commuters coming across the bridges into Downtown Portland. My community Boulder, Colorado, where we have a 31% walk/bicycle mode share per day. So it has been a big and dramatic shift nationally. It is good for us in many, many ways. It is saving us money and energy and making us healthier. The implementation...you have not had the opportunity as a County to actually do very much bicycle planning, and we think you need...you have been sort of reliant on the State DOT to do that, and we think you need your own bicycle plan.

We are planners, so we advocate for planning, but we do think you need some sense of what is most important. The coastal trail has been your focus so far. But things are going to get more complicated from here on out. One of the things that we identified, and I think it may be one of innovations that is coming out of this plan, is the concept of town connector trails. Now you have people, Tommy and Randy, and some of the people you know, who have been working on these issues for

a long time and have identified these opportunities. So we did not create the opportunity. This idea of town connector pairs, and I will show you a map in a second that kind of dramatizes what I am talking about, but it is the idea that most of your small towns and villages are close enough to each other that people would and could actually bicycle within them but also between them if they had a safe way of doing that. An easy example everybody can think of is obviously Kōloa/Po'ipū, but you also have Waimea/Kekaha and I can say Hanalei/Princeville to Kilauea, but that would get controversial in a hurry. So the town and village bicycle lane within the towns on your collector and State roads, continuing with the multi-use coastal trail and other multi-use trails.

Then bicycle parking. Those of you who read the plan know there is a recommendation in there that you would actually amend your zoning ordinances to begin requiring bicycle parking as part of development. This is that concept that I was talking about, if you draw a five (5) mile radius...so most of the bicycle trips in North America today, the average length of a bike trip is 2.5 miles, but it is not a straight line. There are a lot of trips that are in the four (4) and five (5) mile range. If you draw a five (5) mile radius around each of your significant towns and villages, you basically have the populated portion of the island. And your climate is favorable...I know it is hot here in the summer, but we are seeing a resurgence of bicycling in Phoenix. And you do not know hot from Phoenix. And I know it rains here, but one of the fastest-growing bicycling commuting populations in the County is in Portland where it rains for nine (9) months at a time and so forth. This is relatively flat terrain. If you think it is hilly here, come to Boulder. We will go on a ride together. I will show you some hills.

So one thing that we also wanted to say before I move on, and it is maybe the only not positive message in the presentation, is that there is something we think is not advisable and we would like to see not continue, and that is the designation of these rural routes where there just happened to be paved shoulders. So basically what you are doing, and it is not you; it is the State DOT. They are creating the idea there is a route by the simple mechanism of installing a sign. No other improvement is being made. And this route that you are all familiar with ends at this point. And so a tourist leaving Kōloa, thinking they are going on a ride, basically where that car is parked, is going to have to turn around. And when they come to a bridge, there is frequently no lane across the bridge, and so they are squeezed into traffic, high-speed traffic. This is not safe and it is not right. Nobody

in bicycle planning or design, nationally, thinks this how this is the way things should be done. So the designation of these, where there happen to be these attached lanes on rural routes, which are just paved shoulder. They are not bike lanes; they are paved shoulders. And it is not good. I will get down off my soapbox. So in the pedestrian plan, again, this is the thing we heard most from the public about. And the people were focused on their children, obviously. But the benefits would be population-wide.

Again, we have done our forecasting, and we have shown this is not a dramatic level of walking, four (4) trips per person per week. I make more pedestrian trips than that a day...probably some of you do as well. That is not, again, an unimaginable level of walking, by any means. And the benefits are dramatic and measurable. One of the implications of...by the way, the story that ran this week about how Hawai'i is second-best state in the Country for obesity, the story also said, "However, the bad news is that your obesity trend upward is one of the steepest in the country." One of the things I will point out about that is the County government is the level of government that is hit hardest by health issues and health costs. So I think it is a fairly important to think of pedestrian investments as being part of the health equation.

Again, you have not had a planning program for pedestrians per se. But I meant to mention earlier that you have created a position...you have funded a position for a bicycle-pedestrian planner that will be jointly shared between the Public Works and Planning Department. That is a very strong first step, so I applaud that. You made a lot of progress on Safe Routes to School. In the plan we actually recommend that you try to do an assessment for every one of the schools on the island by 2015, and you may not be able to do all the improvements by then, but try to get to the point today.

The Public Works Department is doing a spectacular job of responding to these needs, but there is no system there. They are trying to respond to what their most urgent needs seem to be. We think the implementation, and this is in disagreement with one of the speakers earlier, but the implementation of the Līhu'e Town Core Plan is a pretty big deal; it is pretty important. And we think that that should be followed by town core plans for some of your other towns: Kōloa, Waimea, Hanalei, Kapa'a, and so forth, not to single those out but just to show you that we think almost any major settlement on the island could benefit from this, and that

you want to do them one at a time, and you want to implement them when you are done. That is going to be a pretty big deal.

One of the things that we have said to the Transit Agency and to the Mayor and others is that one of the ways to prioritize transit investments because you have an unlimited need. I mean, you could work on this for probably 100 years and still not fix all the problems on Kaua'i. So what do you do first? One of the things that we said that the Safe Routes to School is probably the highest priority. But another high priority should be access to transit. My favorite bus stop that I like to take pictures of, and I did not use one on this presentation, is the one at Hanamā'ulu on the mauka side on the road where the ladies sit there under their umbrellas, waiting for the bus and there is no sidewalk and there is no crosswalk and that is a pretty urgent need.

Then this is something that you may not have thought about in past, but in many of your communities, you have these walk routes that people are using and children are using today, and they have a habit of going away over time. Sometimes that is a loss for the community. So as you do your Area Development Plans, we think that your Community Development Plans for your districts...we think this is something that maybe you have not done in past that you should do in future, which is engage the public. It is actually a fun thing to do. Put a map out and have the kids and the people who come to the meetings show you where those walk routes are and then go through the process of asking is this important and should it be preserved somehow. Many communities now, when they do a pedestrian plan, will actually have a plan for preservation and protecting some of these social trails. Then spot-safety improvements. The DOT kind of took this approach in their work, the State DOT, and I thought it was a good approach, which is identifying some of these locations and targeting them for safety improvements. Public Works on the island has been doing that as well. Should I take a break?

Ms. Yukimura: I think we need to ask some questions, and I know the Chair is holding onto one. Are you? Okay. Other questions? Councilmember Chang.

Mr. Chang: I am not sure if this is appropriate, so you can stop me at any time. So with a lot of focus on the rail and in Honolulu and the accelerated expenses, and we talk about looking for Federal funding or projects down the line, are there red flags? I mean, should we be prompted to act now,

quickly? Are we separate? Are they going to look at Hawai'i overall as a State and bypass little County Kaua'i?

Mr. Charlier: That was actually several questions. But I think that...I would say there is urgency in your need to begin to position yourself for competitive discretionary grants. This plan moves you a long ways in that direction because this is one of the things that they will look for is a plan that integrates some of the issues that you see integrated in here. So this is going to help. The other thing that we did not maybe do enough of in this plan that is ahead of you, and maybe you can do in your general plan, is you need to pull Housing in this in a little more specific and detailed way, a little more analytical way so that your transit system development and your housing development is being coordinated. And the Federal Government is going to look for that. I would say that is the other thing that would be a task that the County needs to undertake in the coming years. As far as the intrastate competition, you are a different category of funding from most of the funding you get. So you do not have to worry so much about Honolulu. I think, however, that there is a tremendous potential advantage for you politically and just in many different ways strategically to have a teamwork between Maui Transportation, the Big Island, and Kaua'i. I think that would be really smart. Celia is meeting with those people regularly. We have had that conversation for months now and that has already begun, but any role that any of us could play in making that, I think that would be the key thing.

Ms. Yukimura: I want to take a time check here. How much more presentation time will you need?

Mr. Charlier: We probably need 20 minutes with questions. So we are over, I guess.

Ms. Yukimura: Well, if you could do the presentation in 15 minutes.

Mr. Charlier: I can.

Ms. Yukimura: And then I think we need to open it up to the public, hopefully, within ten (10) minutes and sum up in ten (10). Thank you. This is very rich and very useful.

Mr. Charlier: And we were really pleased when we saw that you gave us three (3) hours. County roads, this is a difficult issue for everybody. Basically, what we thought was we would articulate some recommended principles. I have been doing road planning like this since I was a young planner at Iowa DOT. I started out in a rural state, and the...maintaining the rural character and limiting widening, we know that you want to do that. You are working well and hard on your Complete Streets Initiative, and Public Works is doing a great job on that. You now have this sort of thing you have not done so much in the past. It is going to be more of an explicit responsibility, which is to plan and implement the Corridor Management Plan for the new scenic corridor. You are probably going to have to get more involved in thinking specifically about your ag transport, and we will talk more about that in a minute.

One of the things that Kaua'i has going for it is there are not many roads in the island where you go more than 35 miles per hour today. And most places, I am not sure there is a 55-mile-an-hour sign on the island. You are getting some speeding, and you will have speeding where you have this improved section out here between Līhu'e and Puhi. We are going to start seeing speeding issues on some of those sections. Improving safety for all uses, preventing...so the County Road Program is a part of the plan. In the short-term implementation, and staff is already working on this, is upgrading the street to sign standards. They are working from a Complete Street Template that they have had quite a bit of consulting support on. Town Core Rehabilitation, beginning with Līhu'e Town Core. Again, the scenic byways, I think you will need within this immediate time frame to begin to address. Network and connectivity standards, which we recommended in the planning and which the Planning Staff had asked for, and which will become part of you CZO, we think, or the Subdivision Ordinance. Traffic-calming mitigation, you have a letter from a couple people on the North Shore who said this actually should be the most important thing in the plan. Then spot-safety improvements. And we think that you could be using your accident data, which does not become available very quickly, because it the State and comes back to you two (2), three (3) years later. But still, where you have accidents is where you have accidents. Use that data to actually target some money each year towards resolving some of the spots where you do see that you have frequent accidents. So that is the road program.

I wanted to get to this, because this is where we started from almost zero. When I first started working on this plan, one thing I heard from almost everybody I talked to was, "Jim, we need you to address transportation. What are we going to do with transportation to help us have sustainable, small plot diversified agriculture and to be less dependent on importing industrial ag products to the island?" Different people have different numbers, but somewhere between 85 and 95% of your food is imported, and that seems ironic given that you drop a seed in the ground in Kaua'i and something grows. So how do we make this work?

I started my career as a Transportation Planner in a rural state, and I worked on ag issues for a long time, so I kind of enjoyed this challenge. Here is what I think you are up against. First of all, Kaua'i is too small a market for you to scale up locally, and so you need Honolulu, at least. You at least need Honolulu. And so you have got to start to think that way. You will never be able to have the kind of diversified, sustainable, organic agriculture at the scale you need to begin to impact your 85 to 95% if they are only growing for the local market. So you are going to have to scale up beyond that. You are the Garden Island. This is something you can do. And I think you can do it better than the other islands. And I think you should, but it will be highly competitive.

The other problem, and I know you are well aware of this, is that it is almost impossible for ag to pay competitive wages. When we were doing our trips around the island and talking to people who were working on the farms, one thing that they said is that, "transportation is a huge issue for me because I do not make very much money." So I talked to a young woman who was working at the goat dairy on the North Shore, and she said, "I would bike to work," or "I don't own a car, but I would bike to work, but the road is not safe and there is no provision," and so forth. To realize if you are going to grow your ag sector, there has to be some sort of means of compensation to make it workable for people, given that they are not going to make very much money.

Then there is the thing that you cannot probably grow this market if you are shipping everything by air, the costs are too high. It is not going to work. I know you can go down to the grocery store and you can buy blueberries grown in Florida, and they came from an airplane, but that is not a strategy that is going to work for you. As somebody pointed out earlier, the cost of air transport will go up. Secondly, those blueberries are produced in a very non-organic manner, and so forth. There

are also Federal and State regulatory hurdles, and I know the County knows this, but the County is probably going to have to take leadership on this if you are going to solve these on the island. There is no cooperative infrastructure.

When I was a kid, living on a farm in Iowa, we belonged to the co-op, and we took our corn to the co-op, and the co-op took care of the transportation to the market and so forth. And that saved us...that made it feasible for us to be farmers. Without that, it would not be feasible. You do not have that for the people growing the small-lot crops on Kaua'i today. When we held our workshops, people came to the workshops, and we did that. We would talk story about how people travel and so forth. The guy who turned in his sheet, and it is like he traveled 120 miles in a day, and we said, "Whoa, why did you do that?" And he is delivering products in the trunk of the car. Today the transport system for the goat dairy is they have a trunk on and they have a cooler, that is the kind you and I would take fishing and they put some ice in there and they put the product in there, and they put it in the trunk of the car, and they drive somewhere. Out on the road system today are all of these people driving past each other delivering these products, driving 100 miles a day. It is uneconomical. It will not work, and there needs to be some sort of cooperative infrastructure so that people can move product to market by some means other than in the trunk of their car. And so the transportation costs are a pretty big deal. So what are we recommending? We are recommending that as you complete your IAL study, Important Ag Land Study, that you use that to drive some of the decision-making in your County Roads Program, and that you especially watch out for some of the problems.

Nationally, the farm-to-market road system, which is a Federal-funding category and every state has a farm-to-market program, has been one of the biggest sprawl inducers in the entire past 50 years. Most of the money that went into the farm-to-market, it went to subsidize suburban development. And so it is going to be a challenge on Kaua'i as to how do you deploy monies to develop some of these roads that you are probably going to need to develop to support diversified sustainable ag, without having that becoming the engine of sprawl. That is, we think, a challenge. Secondly, I know this is coming out of the blue, and you have not seen this suggestion before, but I think we are right about this. You need to work as a County to develop...the people who are growing taro and creating poi and shipping it to Honolulu are doing it in ways that are not economical. So there is no storage. There is no cold storage. There is no cold storage. There is no processing for meat

products and other products. There is no intermodal transfer. There are actually no barges to speak of. I mean, there are a lot of issues here, and it is very difficult. But if there were a centralized facility that could be along the cooperative model, not necessarily the government model, that could provide a place for some of this to occur and some of the storage to occur. That would lower costs significantly and coordinate the transportation to O'ahu. I think that would be a biggest and longest and most important steps that you could take as a County to encourage the development of your own ag industry. Then we think there is a long and colorful and not always positive history of the cooperative system in Hawaii, and we are aware of that. I researched all of that. But there are successful cooperatives operating, a couple of them notably on the Big Island, I am sure you are aware of. And this is a model that we think you should work to foster as well. The Farm Bureau will not and cannot do this. This is not their function. So that was a lot in a hurry. Should I take a short break or keep going?

Ms. Yukimura: How much more do you have?

Mr. Charlier: Five minutes.

Ms. Yukimura: So if you go another five minutes, and then we will break for public input.

Mr. Charlier: Okay. It will go faster than that.

Ms. Yukimura: This is important. Please.

Mr. Charlier: I have been waiting 16 months to tell you about all of this. So the staff asked that we address land use in the Transportation Plan, and that we explicitly draw the linkage between land use policies. And so we did. If you go to a seminar somewhere around the country, and some of you do on this subject, you will hear talk. And this is what is in your General Plan, really, today. And the point is that transportation should support and not conflict with that. So we tried to design the plan to do that, which is the big issue for you as a County. And you have not had this issue hugely in the past is because you have a rural history and most people live in towns and villages. So even though we do not typically use the word "urban" on Kaua'i, you actually have a very urban development pattern. You cannot really afford suburban. I mean, it is your choice, and you can do it. But if your future development is primarily suburban, this plan will not work because it

will be too expensive. You will not be able to have the transit ridership; you will never be able to build all the bicycle and pedestrian facilities that you need.

One of the criticisms we had of the plan when we said that sidewalks should be on every street was that people pointed to the area of Wailua Homesteads and said, "Well, you could not do that out there; it would be too expensive." And we said, "Yes, that is because it is suburban; you cannot afford it." Now I am not being critical of anything that has happened in the past. We are at a point that, I think, a turning point for you as a County. The suburban, even the development pattern you see out on...I notice Nuhou Road out there, but even that kind of low-density pattern that is spreading the city...and, again, I am not being critical of anything that has happened in the past. It is a turning point for you, and if you are going to concentrate your growth, and that is what your General Plan says you will do, into your existing towns and villages, then you probably can make all of this work and you probably can achieve some of the goals that are stated in your General Plan. If you have primarily or even substantially a suburban development pattern over the next 20 years, you will not be able to do that. We have recommendations in there that address all of these key points. Actually, transportation facility design is an important part of that. If you are going to have mixed-use village and town-style development, you cannot have highways through the middle of it.

Ms. Yukimura: You cannot have highways?

Mr. Charlier: Through the middle of it. You do not have towns on highways. In Chapter 7 is the implementation chapter. And what it does, first of all, is it tries to lay out a strategic approach to investment. The two most important principles being do not spend money on things that you do not need to spend money on, and the second being try to be accountable for how you spend money and try to measure what you are accomplishing so that you can dial in your system. So in Chapter 7 are our recommendations for performance monitoring and measurement systems and reporting. And then we can identify...and all of this comes from the other chapters, what we think your highest priorities should be. All of these are things that we have talked about already in this meeting, what your moderate priorities should be. And like the town-pair connectors, those are actually very important things, but you are not ready to go on them yet. You do not actually have a plan for them yet, although you are starting to get some, the West Side Corridor

Plan now that has been prepared. Ben Wellborn has done the North Shore Plan. So you are starting to get those the plans in.

There is still this question about what is most important island-wide and what comes first. There are some things that we think you ought to avoid: the rural bicycle lanes, again, which I think are unsafe and trying to continue what you set a policy in your General Plan of avoiding the add-lanes and road-widening projects island-wide. Now you do have some new alignment roadways or a New Route Alignment Roadway Plan that is necessary to your new landfill. I am aware of that. I understand that that probably needs to happen. But the general development of new alignment roadways island-wide is something that you probably want to avoid.

We think that a good way to think about that is to look at the state map and think about the state zoning and not increase pressure on these areas that are zoned ag or zoned conservation by allowing, for one reason or another, the development of roadways into those areas. And then the funding, which is the big deal, we offer a couple of recommendations in here, and we worked a lot on this. The first was this idea that...so the money that you have traditionally spent just for County roads probably has to be diversified. It already is being diversified. A lot of that money is being spent for pedestrian improvements and bicycle improvements already. So you need a way to start the broader multimodal approach to what you find because you know that Public Works Department is your transportation program today, that is who you have. So that money is probably going to have to be diversified and you need a way to do that. We are recommending that you create this Transportation Coordinating Committee that is made up of these agencies to manage the development of a funding program.

One of the things we all hear, some of you have said this to me, is that we suddenly learn about a project that is moving forward, a road project that is moving forward somehow in the program, seemingly on its own, how does it...who decides that these things come forward in the way they do? It is frustrating and it makes people mad, and they don't understand who is making the priority decisions. But we are saying, "bring it out in the daylight then." Bring it out in the daylight, make it part of the process that we can manage and understand. Then on the transit system, here is that equation I promised earlier: If you use the cost of annual operations going up to match these ridership increases, here is the operating ratio going from 14% to 30%. Here is the growth in operating revenues and here is the

net that you have to meet with some form of either private sector or public sector funding. So what we are trying to show is that your growth in ridership does not have to be matched by a growth in public funding or in County funding. That this four (4) part system that we showed you earlier can reduce the impact. This is a huge impact. I mean, I very well understand how big an impact that would be over the next 25 years to the County budget.

Then in terms of implementation, what we wanted you to know...so what are you supposed to do with this plan? What we think is that the Multimodal Land Transportation Plan we have talking about today and the Long-Range Land Transportation Plan should be combined into the Transportation Chapter of the Kaua'i General Plan. And what we think that means is that this plan can be adopted by you by resolution as a policy guidance document. You could provide direction to staff about what you think is the most important to put in the General Plan so that you get the lasting value out of this effort, given that we are off-cycle of the General Plan. And that the General Plan is coming, given that we still do not know what the State Long-Range Land Transportation Plan is going to state, and that those have to somehow be brought together and reconciled. So we would like to have you adopt this plan. That is staff's recommendation. But we realize you cannot adopt it as a chapter of the General Plan now because there is this big process you would have to go through to do that, so we think the work-around is to adopt it now or sometime this fall by resolution as a policy guidance document to guide development of the General Plan. And that is the end of the presence.

Ms. Yukimura: Thank you, Jim. That was an excellent presentation. Any pressing urgent questions before we go to public testimony?

Chair Furfaro: I just have one thing.

Ms. Yukimura: Yes, Chair, go ahead.

Chair Furfaro: Jim, I shared this with you before, and I think it is very important that this plan becomes a policy guideline, but at the same time I want to make sure we understand, as a political body here, the Council, I do not want to be overpromising and underdelivering.

Mr. Charlier: Yes, I do remember you saying that.

Chair Furfaro: This County, because of our financial management, has a reserve. The State of Hawai'i has emptied all of their rainy-day funds, all of their hurricane funds, and so forth. And I think, to me, identifying these five (5) priorities: maintaining rural character; the work we start on complete streets, where possible; the walkability of town cores; traffic-calming, where possible; and ag transportation as well as the bus expansion. Those are the things that I think really come to the top of the surface. And, again, I just want to say, it is the second time I have shared this with you.

Mr. Charlier: Yes, sir, I remember.

Chair Furfaro: I do not want to find a place where we are overpromising and underdelivering.

Mr. Charlier: Yes, and I hope we are not with this plan. I think that what you really want to have happen is to have the plan serve to organize the information that comes to you as a Council in a way that you can make those appropriations decisions in a way that achieves the policies that are shown in here. That is a big part of what we are trying to do, and that Transportation Coordinating Committee, I think, would be extremely useful.

Chair Furfaro: I do too. I just had to say that.

Ms. Yukimura: Thank you, Chair. We will open it now for public input and then close after the public input. We will have time for, hopefully, some questions or comments. I think Mr. Smith wants to speak first. Cal Smith. Do we have other speakers?

Mr. Smith: My name again is Cal Smith. First a disclaimer: I actually work for Valley Metro Phoenix Light Rail. I take care of the electronics and the mechanic switches that run...actually, track the trains, and I have been doing that for the last three years so I know a little bit about the transportation systems. At any rate, I originally decided to write this proposal in 2007 and decided nobody would read it, so I gave it up for a year, until I came over to visit my mother in 2008 and she wanted to visit the island again. When I originally came over in the '90s, we used to be able to drive the entire island in an hour and a half. We tried to drive it in 2008, and it took over three hours to get from one end to the other. The transportation has gotten terrible and you no longer can see or visit the sites because you have to walk or worry about traffic. So that is what actually

caused me to finally sit down and write this, just to get it off my chest. At any rate, it appears to me from the information available, if Kaua'i feels that they need not expand the roads but instead only increase the available trails for walking or biking over the next 22 years. From my perspective, Kaua'i has two choices: either hire a skillful magician or a great witch doctor to cast a spell to solve the transportation problems of island or, in lieu of that, double the price of gas every two or three years. I do not see this first choice as being very viable, and the second choice will result in the stratifying of the social classes by creating, for the most part, the very rich and the working poor, with a very small middle class.

Ms. Yukimura: Mr. Smith, I can see from faces behind you that they are having a hard time understanding you because I guess you are speaking so quickly.

Mr. Smith: Okay. I will slow down. I do not...well, you only gave me three minutes.

Ms. Yukimura: You can have six.

Mr. Smith: Okay. At any rate, I do not see the first choice as being viable, and the second choice will result in stratifying of social classes of Kaua'i, the very rich, the working poor, and a small middle class. Kaua'i should also take into account if the economy improves over the next few years, the tourist industry will make a strong comeback and the transportation on Kaua'i will only be exacerbated. I had noticed in reading some of the other paperwork...I haven't read all of his different works -- that right now 10% of the vehicles on Kaua'i are rent-a-cars. Should your tourist industry increase, the percentage of rent-a-cars will be... 20% will be rental cars, and then you will really have problems with people driving around the island who have never been here before. Most of them are from the mainland and, believe me, doing 35, to me, is a tedious chore when I am used to driving 70 miles an hour everyday in Phoenix. Here is my proposal, one which would mitigate the need of the expansion of the roads and fit nicely with the coming trail systems. That is one of the major deals, which I agree would be a good thing.

One only needs to visit San Francisco and to see what happens when you increase the buses. In San Francisco, the bus is about equal the amount of car. What you are proposing is increasing your bus routes. All you will do is you will have more buses on the routes and more people trying to get around the buses. It

will cause more problems. When I first made this proposal in 2009, the Department of Transportation had more than \$27 billion available to fund light rail and nobody was taking an offer for it, projects funding light rail projects such as the projects proposed. At the time, few agencies had applied for this money. Now with the troubled time in America, the funding for such projects is still available but dwindling rapidly. Going forward, some might argue that this light rail project is nothing more than an amusement park ride, but consider rides such as this: amusement parks are up and working better than 99% of the time, so they are very, very reliable. In closing, once I felt Albert Einstein's greatest achievement was E equals MC squared, but now being older and a little bit wiser, I believe his statement on insanity: "Doing the same thing over and over again and expecting a different result," was his greatest contribution to us all. Thank you.

Ms. Yukimura: Thank you very much. Are there any questions of Mr. Smith? I just want to say that actually there is a woman in the back of the room who also had an idea for a train. I know that at this point, I think the economies of scale do not quite work, but I think people still want to work on the idea. Thank you.

Mr. Smith: Having dealt with the people who build these systems, I can tell you right now that they have grandiose plans, and they inflate their costs terribly. You could build it at a reasonable price.

Ms. Yukimura: Okay. Thank you. And it actually might solve some of the freight problems. Councilmember Chang.

Mr. Chang: Thank you I just had a question, because I remember this presentation that you sent over to the Council a couple months ago.

Mr. Smith: Right.

Mr. Chang: I do not know the history, but years they had what they called the Powerline Trail that many of you folks know about, and I do not know what happened with that, but that would have been a great ride, as many of us know. That time sadly passed, I believe, before I moved over to the island of Kaua'i. My understanding with train...and I read your testimony, because you said you wanted it to be open.

Mr. Smith: Basically just an open train. In other words, you can clean out the windows or wave out the windows, basically. Only going up to the high-speed one, you would have bars on those rails, but basically it runs at a very low rate of speed. So basically it is more like an open trolley is what it is. It should be designed to...most of them should run two trolley tracks at a time.

Ms. Yukimura: You know, in order that we end on time and have other people speak, we may have to finish this conversation online, but this is not the end. I can tell you that. Thank you very much. Next speaker, I think, is Ken Taylor. Did you want to say something, Ken? And then Elsie Godbey.

Mr. Taylor: Chair members of the Council, my name is Ken Taylor. I just would say thank you to Jim for this interesting report, and I would like to bring to the County's attention that one of the things was land use planning and how it is being done. Just recently in the paper, we saw an award being given to a design project for a large affordable housing project out in 'Ele'ele. I think that although that project may be wonderful and well-designed within itself, the location is absolutely ridiculous. If somebody living in that facility was working in Po'ipū, which is not that far away, but they would not be able to get there on the bus. And to make the bus system function to land use planning is absolutely ridiculous. So the County has a big chore in coming together with planning process in looking at the whole picture, and I think that this is a good start. But if we are going to move forward with things like this and then do things like putting a large affordable housing project in a community that basically has no jobs available, it does not make any sense. So I do not know how we bring it all together, but a lot of work needs to be done, obviously, and so I am looking forward to seeing that action start to take place that we put it all together. Thank you.

Ms. Yukimura: Thank you, Ken. Elsie. You need to press the mic on, Elsie.

ELSIE GODBEY: Elsie Godbey, for the record. I have not been to any of these meetings before, too busy with the historic bridge in Hānāpepe. This is why I came today to find out what this was all about, and I was really pleased to see this report on the train, because about 20 years ago, I think it must have been, when we had dissolved our main street program, but for some reason we met with two of the members of the Group 70. They were asking what our ideas were and all, but there were only two of us. I mentioned that like the Maui train that goes...that short trip

that they take, I thought it would be kind of nice to have one from Hānāpepe to Waimea so you could bring the two towns together. And I felt that seniors, when you get to my age, it is kind of nice to just go on a train, just between our towns. You could visit your relatives; you could shop at Waimea or go to restaurants, whatever. Anyway, I got to read my notes here. It would help our town economically. Even Waimea, perhaps, they are ahead of us. And I know the businesses in our town are kind of struggling. They have been struggling for quite a while and this might help because it would be a tourist attraction as well as for the community, of course. And there is the high school that the kids could go on the train to the high school, middle school.

The Maui Rail I rode on I really enjoyed. It was just sort of a tourist sort of thing, but I really enjoyed riding on the train. You mentioned about what kind of train it would be. Now when I was in high school, my classmate lived in Hale'iwa, and she took a bunch of us to Hale'iwa on the train that went around Ka'ena Point and it was an open-air, old-style train. It was just a terrific ride, and I will never forget it. You know the West Side has a different setting from the North Shore, where you know all of your mountains are so beautiful. Recently I went to the West Side and it looked really dry and not very...without the sugar cane fields and all, it really looked bad. However, I think there isn't enough emphasis on the differences between North Shore and West Side. And I think that the dry side should...I do not know, somebody should make a study and make it some geological whatever. I do not know what to call it.

Ms. Yukimura: Elsie, the three minutes is up. Do you have a lot more to say?

Ms. Godbey: No, I just think that there should be some kind of attention to more of the differences of our climates from the West Side to the North Shore and make it more tourist...better information, instead of tourists going there on a sail where it is so dry and nothing to see or not as beautiful as Hanalei.

Ms. Yukimura: One thing about dry is that it is good for bicycling and a low-cost connector might start with a bike path or a multiuse path.

Ms. Godbey: But it is hot to be traveling. And, of course, I do not think we want it near the beaches.

Ms. Yukimura: Are you complete?

Ms. Godbey: Yes.

Ms. Yukimura: Thank you. Hold on. I think Chair wants to...

Chair Furfaro: Elsie, I want to thank you for reminiscing on the train that used to go from the Dowsett Hotel in Waianae Sugar around Ka'ena Point and into Hale'iwa Hotel and then back and the switch pin used to be Mr. Yokohama at Yokohama Bay. This is how it got its name.

Ms. Godbey: I went to Hale'iwa Beach to spend the day.

Chair Furfaro: You went to Hale'iwa Beach. Thank you very much.

Ms. Yukimura: There is something wonderful about riding a train.

Ms. Godbey: It is.

Ms. Yukimura: Thank you.

Ms. Godbey: One more thing, isn't O'ahu trying to bring that back, that Ka'ena Point?

Chair Furfaro: They are doing something in the Ewa Plain that comes out to Nānākuli, so they are doing something like that.

Ms. Yukimura: Thank you, Elsie.

Ms. Godbey: Thank you.

Ms. Yukimura: Is there anyone else who wishes to speak?
Ms. Brody, please come forward.

BEV BRODY: Hi, my name is Bev Brody from Kilauea, and I want to thank Jim for an outstanding report. I think the results of this report are really encouraging for our community, the health of our community. As it showed in the report, people who take transit are more likely to be fit and healthy than those that do not. And I just got back from the pro-walk/pro-bike conference, and one of the main messages is everyone is a pedestrian. If you think about it, everyone is a pedestrian, except those that maybe have disabilities. You walk to and from your car; you walk to and from the bus. It is much easier to get the recommended amount of daily exercise when you incorporate it in your daily life.

This plan clearly shows a way that we can incorporate more physical activity into our lives, so I totally support it.

Ms. Yukimura: Thank you, Bev.

Chair Furfaro: I have a question for Bev.

Ms. Yukimura: Yes.

Chair Furfaro: As you heard me earlier mentioning rural character and the complete streets and the town core rehabilitation for walking, so can I ask you, is your consultant on the regular basis in touch with Mr. Charlier on the Safe Routes to School?

Ms. Brody: My consultant, sir?

Chair Furfaro: The consultant we have on your committee on Safe Routes to School, are they in communication with...

Ms. Brody: Oh, Jen? She did attend some of the meetings, but they are not in total communication. But that would be a very good point.

Chair Furfaro: Thank you very much and thank you for your work on Complete Streets.

Ms. Yukimura: Yes, thank you, Bev. Are there any other questions? If not, is there anyone else who wishes to speak? Let us see, Mr. Rosa. Okay. Is there anyone else besides Alice? Mr. Rosa, you can come forward and then Alice next and then we will have to complete since it is 4:00.

JOE ROSA: Thank you. For the record, Jose Rosa. After listening to what the consultant had to say, he mentioned things about co-op. From my experience living on Kaua'i, we had the old Sandborn Poi Mill in Hanalei; we had Kun Chow Lau Mill in Wailua Homesteads. We had Yokotake in Waimea, but yet the taro is produced into poi, it was not totally consumed here on Kaua'i. I mean to say it serves Kaua'i, but the bulk of our taro production goes to Honolulu to supply the Honolulu poi mill. And the bulk of your poi eaters are mostly Honolulu. So, you know, we are in a different scenario here on Kaua'i. Maybe we can produce a lot of taro for the State of Hawai'i. But for local consumption, we do not have

enough population to support a taro poi companies. So that is why it is shipped off island.

Ms. Yukimura: Mr. Rosa, that was exactly Mr. Charlier's point, that we have to recognize that agriculture will have to be partly export culture or it cannot survive.

Mr. Rosa: Yes, so those are the kind of things, like I say, we are in a different scenario here in Hawai'i, the whole state of Hawai'i, different islands. It is not like the big continental United States that you can go transcontinental with those big hauling trucks and freighters and trains and stuff like that. We are something special. We are Hawai'i. That is what makes Hawai'i Hawai'i. We cannot be like the big city in Iowa or Kansas or Denver. We are Hawai'i and we want to keep it Hawai'i. This is what makes Hawai'i. So we are kind of forgetting the main scenario of what attracts people to Hawai'i and Kaua'i. We have to keep it Kaua'i and Hawai'i.

So, sure, we need to do improvements, but like I said, I know in 1950 when I started with the DOT, we had plans that would keep Kaua'i still Kaua'i. We would not need the four lanes going off here right now. I can tell you that because they had the mauka taro plant plus the Kapule Highway. I have said it time and time again that Kapule Highway took them 36 years to build. I retired in my 36 years. I started my first day. So that is how long it takes to do something that would have eased this traffic congestion that we suffer here on Kaua'i. We need alternate routes. I keep emphasizing alternate routes and we need that.

Ms. Yukimura: Mr. Rosa, you have made your point in your first testimony.

Mr. Rosa: That is why, JoAnn...look, people tell me that I am always getting shut down when I have something to say. So they like to hear me. They say I am a passionate speaker. They like to see and hear me say things.

Ms. Yukimura: I know, but I think you have made your point, unless you have another point.

Mr. Rosa: That is what I say. JoAnn, the thing is, look into what the public has to say. That is what I am here for. I have got nothing to gain. I

Ms. Yukimura: Thank you very much. Alice Parker.

ALICE PARKER: Alice Parker, Līhu'e. I wanted to thank Mr. Charlier for his presentation. It is magnificent and dream-enhancing, and I want to push and thank you for giving a discount to the college students on the bus pass, because I commuted to high school and UCLA. I had to go public bus to Venice Beach and back into West L.A. It was about an hour ride, but that is the way you get there. And then they get used to using public transportation. Thank you very much.

Ms. Yukimura: Thank you very much, Alice. Okay. I think we have come to a close. I want to say this is still an ongoing conversation. The end of the workshop does not mean the end of the discussion about this draft plan. As Celia and Jim said, this plan will come before the Council again, probably in the form of a resolution. So we will have further opportunities to discuss. I think the website is still open for comment and input. So we welcome more of your thoughts. We thank you for coming today. I want to say that this plan is of exceptional quality. To me it sets the standard for long-range plans on Kaua'i in its breadth and depth, easiness to read. It is good organization and done on time and on budget and really the way we want to see our long-range plans in the future of all sorts. So thank you very much, Jim and Celia. This is only the beginning.

Chair Furfaro: I think on behalf of the whole Council, the comments made by Vice Chair Yukimura are...Kaua'i is very blessed to have your professional skill, your team helping us identify short-term and, of course, the Transportation Department as well. Jim, I just want to personally say thank you for your commitment to Kaua'i on behalf of the Council, thank you.

Ms. Yukimura: Thank you. With that, this workshop is adjourned.

ADJOURNMENT.

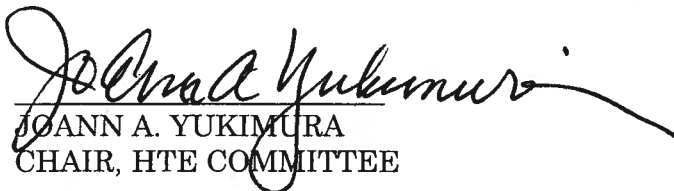
There being no further business, the meeting was adjourned at 4:10 p.m.

Respectfully submitted,



Elizabeth Brummett
Council Services Assistant I

APPROVED at the Committee Meeting held on November 8, 2012:



JOANN A. YUKIMURA
CHAIR, HTE COMMITTEE

